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RATES OF POSTAGE FROM THE UNITED STATES TO LATIN-AMERICAN COUNTRIES.

The rates of postage from the United States to all foreign countries and colonies (except Canada, Mexico and Cuba) are as follows:

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Letters, per 15 grams ($\frac{1}{2}$ ounce)	5
Single postal cards, each	2
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Newspapers and other printed matter, per 2 ounces	1
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Registration fee on letters and other articles	8

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Poisons, explosives, and inflammable articles, live or dead animals, insects (especially the Colorado beetle), reptiles, fruits or vegetable matter liable to decomposition, and substances exhaling a bad odor, excluded from transmission in domestic mails as being in themselves, either from their form or nature, liable to destroy, deface, or otherwise injure the contents of the mail bags, or the persons of those engaged in the postal service; also obscene, lewd, or lascivious books, pamphlets, etc., and letters and circulars concerning lotteries, so-called gift concerts, etc. (also excluded from domestic mails); postal cards or letters addressed to go around the world; letters or packages (except those to Mexico) containing gold or silver substances, jewelry or precious articles; any packet whatever containing articles liable to customs duties in the countries addressed (except Cuba and Mexico); articles other than letters which are not prepaid at least partly; articles other than letters or postal cards containing writing in the nature of personal correspondence, unless fully prepaid at the rate of letter postage; articles of a nature likely to soil or injure the correspondence; packets of commercial papers and prints of all kinds, the weight of which exceeds 2 kilograms (4 pounds 6 ounces), or the size 18 inches in any direction, except *rolls* of prints, which may measure 30 inches in length by 4 inches in diameter; postal cards not of United States origin and United States postal cards of the largest ("C") size (except as letters), and except also the reply halves of double postal cards received from foreign countries.

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Full and complete information relative to all regulations can be obtained from the United States Postal Guide.

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FOREIGN MAILS.

Table showing the rates of postage charged in Latin-American countries on articles sent by mail to the United States.

Countries.	Letters, per 15 grams, equal to one-half ounce.		Single postal cards, each.*		Other articles, per 50 grams, equal to 2 ounces.		Charge for registration.	Charge for return receipt.
	Currency of country.	Centimes.	Currency of country.	Centimes.	Currency of country.	Centimes.		
Argentine Republic.....	15 centavos	35	6 centavos	15	3 centavos	10	24 centavos	12 centavos.
Bolivia via Panama.....	22 centavos	55	8 centavos	20	6 centavos	15	30 centavos	10 centavos.
Bolivia via other routes.....	20 centavos	50	6 centavos	15	4 centavos	10	20 centavos	200 reis.
Brazil.....	300 reis	35	100 reis	10	50 reis	5	400 reis	5 centavos.
Chile.....	10 centavos	50	3 centavos	15	2 centavos	10	10 centavos	5 centavos.
Colombia.....	20 centavos	50	4 centavos	10	2 centavos	5	10 centimos	5 centimos.
Costa Rica.....	10 centimos	25	3 centimos	7½	2 centimos	5	10 centimos	5 centimos.
Cuba †.....	10 centavos	25	3 centavos	10	2 centavos	5	10 centavos	5 centavos.
Dominican Republic (Santo Domingo).....	10 centavos	40	4 centavos	10	1 penny	10	2 pence	2½ pence.
Ecuador.....	4 centavos	50	1 penny	15	2 centavos	10	10 centavos	5 centavos.
Falkland Islands.....	10 centavos	50	3 centavos	15	2 centavos	10	10 centavos	5 centimos.
Guatemala.....	10 centimos de gourde.	50	3 centimos de gourde.	15	2 centimes de gourde.	10	2 centimes de gourde.	5 centimes de gourde.
Haiti.....	10 centavos	50	3 centavos	15	2 centavos	10	10 centavos	5 centavos.
Honduras.....	5 cents	25	2 cents	10	1 centavo	10	10 cents	6 cents.
Honduras, British.....	15 centavos	50	5 centavos	15	5 centavos	10	10 centavos	5 centavos.
Mexico.....	15 centavos	50	5 centavos	15	5 centavos	10	10 centavos	5 centavos.
Nicaragua.....	40 centavos	50	8 centavos	15	8 centavos	10	10 centavos	20 centavos.
Paraguay.....	20 centavos	50	6 centavos	15	4 centavos	10	10 centavos	20 centavos.
Peru via Francisco.....	22 centavos	55	8 centavos	20	6 centavos	15	10 centavos	5 centavos.
Peru via Panama.....	11 centavos	55	3 centavos	15	3 centavos	15	10 centavos	5 centavos.
Porto Rico †.....	10 centavos	50	2 centavos	10	2 centavos	10	10 centavos	5 centavos.
Salvador via Panama.....	10 centavos	50	3 centavos	15	3 centavos	15	10 centavos	5 centavos.
Salvador via other routes.....	10 centavos	50	3 centavos	15	3 centavos	15	10 centavos	5 centavos.
Uruguay.....	10 centimos	50	15 centimos	15	10 centimos	10	50 centimos	25 centimos.
Venezuela.....	5 cents	25	2 cents	10	1 cent	5	10 cents Dutch	10 cents Dutch.
British Guiana.....	25 cents Dutch	50	7½ cents Dutch	15	5 cents Dutch	10	10 cents Dutch	10 centimes.
French Guiana.....	25 centimes	50	10 centimes	15	5 centimes	10	25 centimes	10 centimes.

* The rate for a reply-paid (double) card is double the rate named in this column.

† United States domestic rates and conditions.

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PARCELS-POST REGULATIONS.

Table showing the Latin-American countries to which parcels may be sent from the United States; the dimensions, weight, and rates of postage applicable to parcels, and the exchange post-offices which may dispatch and receive parcels-post mails.

COUNTRIES.	ALLOWABLE DIMENSIONS AND WEIGHTS OF PARCELS.				POSTAGE.		EXCHANGE POST-OFFICES.	
	Greatest length.	Greatest length and girth combined.	Greatest girth.	Greatest weight.	For a parcel not exceeding 1 pound.	For every additional pound or fraction of a pound.	UNITED STATES.	LATIN AMERICA.
	<i>Ft. In.</i>	<i>Ft.</i>	<i>Ft.</i>	<i>Lbs.</i>	<i>Cents.</i>	<i>Cents.</i>		
Bolivia	3 6	6	.....	11	20	20	New York and San Francisco.	La Paz.
Chile	3 6	6	.....	11	20	20	New York and San Francisco.	Valparaiso.
Colombia	2 0	.....	4	11	12	12	} All offices authorized to exchange mails between the two countries.	
Costa Rica	2 0	.....	4	11	12	12		
Guatemala	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Guatemala City, Retalhuleu, and Puerto Barrios.
Guiana, British	3 6	6	.....	11	12	12	All offices authorized to exchange mails.	
Honduras	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Tegucigalpa, Puerto Cortez, Amapala, and Trujillo.
Honduras, British	3 6	6	.....	11	12	12	New Orleans	Belize.
Mexico	2 0	.....	4	11	12	12	All offices authorized to exchange mails.	
Nicaragua	3 6	6	.....	11	12	12	New York, New Orleans, and San Francisco.	Bluefields, San Juan del Norte, and Corinto.
Salvador	3 6	6	11	12	12	New York and San Francisco.	San Salvador.
Venezuela	3 6	6	11	12	12	All offices authorized to exchange mails.	

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MONTHLY BULLETIN

OF THE

INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS,

International Union of American Republics.

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MAY, 1902.

No. 5.

THE INTERCONTINENTAL RAILWAY.

**REPORT OF THE COMMITTEE ON THE PAN-AMERICAN RAILWAY,
SUBMITTED ON THE 29TH OF NOVEMBER, 1901, TO THE
SECOND INTERNATIONAL CONFERENCE OF AMERICAN STATES.**

The Pan-American Railway Committee of the Second International Conference of American States begs to report as follows:

At the First Conference, held in Washington during the winter of 1889-90, the Committee on Railway Communications, upon which were delegates representing eighteen Governments of America, in submitting their report, which was unanimously approved and adopted by the Conference, expressed these opinions:

“First. That a railroad connecting all or a majority of the nations represented in this Conference will contribute greatly to the development of cordial relations between said nations and the growth of their material interests.

“Second. That the best method of facilitating its execution is the appointment of an international commission of engineers to ascertain the possible routes, to determine their true length, to estimate the cost of each, and to compare their respective advantages.

“Third. That the said commission should consist of a corps of engineers, of whom each nation should appoint three and which should have authority to divide into subcommissions and appoint as many other engineers and employees as may be considered necessary for the more rapid execution of the work.

"Fourth. That each of the Governments accepting may appoint, at its own expense, commissioners or engineers to serve as auxiliaries to the subcommissions charged with the sectional surveys of the line.

"Fifth. That the railroad, in so far as the common interests will permit, should connect the principal cities lying in the vicinity of its route.

"Sixth. That if the general direction of the line can not be altered without great inconvenience, for the purpose mentioned in the preceding article, branch lines should be surveyed to connect those cities with the main line.

"Seventh. That for the purpose of reducing the cost of the enterprise the existing railways should be utilized as far as it is practicable and compatible with the route and conditions of the continental railroad.

"Eighth. That in case the results of the survey demonstrate the practicability and advisability of the railroad, proposals for the construction either of the whole line or of sections thereof should be solicited.

"Ninth. That the construction, management, and operation of the line should be at the expense of the concessionaires, or of the persons to whom they sublet the work, or transfer their rights, with all due formalities, the consent of the respective Governments being first obtained.

"Tenth. That all materials necessary for the construction and operation of the railroad should be exempt from import duties, subject to such regulations as may be necessary to prevent the abuse of this privilege.

"Eleventh. That all personal and real property of the railroad employed in its construction and operation should be exempt from all taxation, either national, provincial, state, or municipal.

"Twelfth. That the execution of a work of such magnitude deserves to be further encouraged by subsidies, grants of land, or guaranties of a minimum interest.

"Thirteenth. That the salaries of the commission, as well as the expense incident to the preliminaries and final surveys, should be assumed by all the nations accepting, in proportion to the population according to the latest official census, or, in the absence of a census, by agreement between their several Governments.

"Fourteenth. That the railroad should be declared forever neutral for the purpose of securing freedom of traffic.

"Fifteenth. That the approval of the surveys, the terms of the proposals, the protection of the concessionaires, inspection of the work, the legislation affecting it, the neutrality of the road, and the free passage of merchandise in transit should be (in the event contemplated by article 8) the subject of special agreement between all the nations interested.

"Sixteenth. That as soon as the Government of the United States shall receive notice of the acceptance of these recommendations by the other Governments it shall invite them to appoint the commission of engineers referred to in the second article in order that it may meet in the city of Washington at the earliest possible day."

Mr. BLAINE, then Secretary of State of the United States, in presenting to President HARRISON the above report of the Railway Committee, said:

"No more important recommendation has come from the International American Conference, and I earnestly commend it to your attention, with full confidence that prompt action will be taken by Congress to enable this Government to participate in the promotion of the enterprise. In no other way could the Government and people of the United States contribute so much to the development and prosperity of our sister Republics and at the same time to the expansion of our commerce."

The President of the United States, in transmitting the report to Congress, thus expressed his views on the importance of the project:

"To the Senate and House of Representatives:

"I transmit herewith a report of the International American Conference, recently in session at this capital, recommending a survey of a route for an intercontinental line of railroad to connect the systems of North America with those of the Southern Continent, and to be conducted under the direction of a Board of Commissioners representing the several American Republics.

"Public attention has chiefly been attracted to the subject of improved water communication between the ports of the United States and those of Central and South America. The creation of new and improved steamship lines undoubtedly furnishes the readiest means of developing an increased trade with the Latin-American nations. But it should not be forgotten that it is possible to travel by land from Washington to the southernmost capital of South America, and that the opening of railroad communication with these friendly States will give to them and to us facilities for intercourse and the exchanges of trade that are of special value. The work contemplated is vast but entirely practicable. It will be interesting to all and perhaps surprising to most of us to notice how much has already been done in the way of railroad construction in Mexico and South America that can be utilized as part of an international line. I do not hesitate to recommend that Congress make the very moderate appropriation for surveys suggested by the Conference, and authorize the appointment of commissioners and the detail of engineer officers to direct and conduct the necessary preliminary surveys.

"BENJ. HARRISON.

"EXECUTIVE MANSION, May 19, 1890.

The appropriation asked as the share of the United States toward a preliminary survey for information regarding the Continental Railway was made, together with contributions from some of the other countries interested. Soon thereafter the Intercontinental Railway Commission began its work with eleven of the Governments of America represented thereon.

Mr. A. J. CASSATT, now President of the Pennsylvania Railroad, one of the greatest and most successful railway systems in the world, was unanimously elected Chairman of the Commission, and Mr. H. G. DAVIS, Chairman of the Finance Committee. About \$360,000 were spent by the Commission for surveys, maps, printing, etc. Three corps of engineers were put in the field and the results of their work, covering a period of several years, and completed in 1895, showed that the approximate distance from New York to Buenos Ayres, according to their surveys and using existing roads, would be 10,471 miles, about one-half of which was then completed and is in operation. The following official letter, written in 1896 by Capt. E. Z. STEEVER, Secretary of the Intercontinental Railway Commission, gives the most reliable information obtainable regarding the railways that could then be used as a part of a continental line and how much yet remained to be completed.

“INTERNATIONAL RAILWAY COMMISSION,

“*Washington, D. C., January 16, 1896.*

“HON. HENRY G. DAVIS,

“*Washington, D. C.*

“DEAR SIR: In accordance with your verbal request, left at this office on the 14th instant, I herewith furnish an estimate of the length of line required for an all-rail route from New York City to Buenos Ayres, Argentina, according to countries.

“There is now through railroad connection as far as Oaxaca, Republic of Mexico, and surveys have been made, and according to press reports concessions have been granted to connect Oaxaca with some point on the Mexican-Guatemalan boundary. Puebla is 129 miles southeast of the City of Mexico by the Ferrocarril Interoceánico, and 115.6 by the Ferrocarril Mexicano, the former being a narrow and the latter a standard gauge railroad. Oaxaca is 227.6 miles southeast of Puebla by the Ferrocarril Mexicano del Sur and, therefore, 356.6 miles from the City of Mexico by one line, and 343.2 by the other. Oaxaca is at present the most southern town that has railroad connection with the City of Mexico, and is distant from the Guatemalan frontier by the space which would require a railroad some 400 miles in length.

“The surveys and examinations of the Intercontinental Railway Commission commenced at the northwestern frontier of Guatemala and extended to the western boundary of Bolivia. The approximate

length of the railroad to connect the southeastern boundary of Mexico with the capital of the Argentine Republic would be as follows:

	Miles.
Guatemala.....	230
Salvador.....	220
Honduras.....	70
Nicaragua.....	224
Costa Rica.....	363
Colombia.....	1,372
Ecuador.....	635
Peru.....	1,671
Bolivia.....	774
Argentina.....	1,143
Total.....	6,702

"The distance from New York to Laredo is 2,187 miles; thence to the City of Mexico 839 miles; thence to Oaxaca 343 miles; to the Guatemalan frontier 400 miles; a total of 3,769 miles; making the entire distance from New York to Buenos Ayres 10,471 miles.

"Of the above 6,702 miles there are in operation the following links:

	Miles.
Guatemala, from Esequintla to Patulul.....	30
Salvador, from Sonsonate to Atos.....	20
Nicaragua, from Chinandega to La Paz.....	31
Total in Central America.....	81
Peru, from Sicuani to Puno.....	151
Bolivia, from Oruro to Huanchaco.....	192
Argentina, from Jujuy to Buenos Ayres.....	983
Total in South America.....	1,336

"A grand total for Central and South America of 1,417 miles, already built and in operation.

"Deducting these 1,417 miles from the 6,702 gives us 5,285 miles of railway to be built in order to secure an all-rail route from the southern boundary of Mexico to the capital of the Argentine. In other words, half of the distance between New York City and Buenos Ayres is already covered by existing railroads.

"It is believed that additional surveys, especially in Peru, will shorten the length of lines required, but the facts given above are the best obtainable at date of writing.

"Hoping this statement will meet your requirements, I am,

"Very respectfully,

"E. Z. STEEVER, *Secretary.*

The table below gives a summary of the report of the engineers of the Intercontinental Railway Commission as to the number of miles

of the proposed continental line already built between New York and Buenos Ayres, the location of the portions that will be needed to make a through line, and the estimated cost of same:

Across.	Built or proposed.		Built.		To be constructed.		Cost of grading, masonry, and bridges.
	Miles.	Kilometers.	Miles.	Kilometers.	Miles.	Kilometers.	
Central America.....	1,013.00	1,678.33	211.30	340.03	831.70	1,328.18	\$17,154,517.00
Colombia.....	1,354.04	2,179.10			1,354.04	2,179.10	33,738,424.84
Ecuador.....	2,397.04 656.00	3,857.63 1,058.94	211.30	340.05	2,185.74 688.00	3,517.58 1,058.94	50,892,941.84 26,863,855.00
Peru.....	3,053.04 1,738.51	4,916.57 2,873.48	211.30 151.61	340.05 244.00	2,841.74 1,653.90	4,576.52 2,629.48	77,756,796.84 65,758,146.00
Bolivia.....	4,840.55 587.55	7,790.05 945.56	362.91 195.06	581.05 313.91	4,477.64 392.49	7,206.00 631.65	143,514,942.84 12,023,329.00
Argentina.....	5,428.10 1,061.66	8,735.61 1,708.56	557.97 896.66	897.96 1,507.40	4,870.13 125.00	7,837.65 201.16	155,538,271.84 4,000,000.00
United States....	6,489.76 2,094.00	10,444.17 3,369.93	1,494.63 2,094.00	2,403.36 3,369.93	4,995.13 3,038.81	8,038.81	159,538,271.84
Mexico.....	8,583.76 1,644.30	13,814.10 2,646.22	3,598.63 1,183.30	5,775.29 1,904.32	4,995.13 461.00	8,038.81 741.90	159,538,271.84 14,752,000.00
Total.....	10,228.06	16,460.32	4,771.93	7,679.61	5,456.13	8,780.71	174,200,271.84

From this it will be seen that it was estimated by the engineers of the Commission, at the time their report was made in 1895, that \$175,000,000 will construct the railroad necessary to join existing lines and give through rail communication. Since then some additional railroad has been built that could be utilized as a part of a continental system, and it is the opinion of this committee that now not more than 5,000 miles of road would have to be constructed to establish railway communication between the systems of North America and South America. Basing the cost at \$40,000 per mile, which we believe would be ample, \$200,000,000 would be required for this great work. The surveys made by the engineers of the Commission demonstrate the practicability of constructing the needed lines, and there should be no great difficulty in financing such a project, when the results to be obtained are considered. Such railway systems in the United States as the Pennsylvania, New York Central, Atchison, Northern Pacific, Union Pacific, Southern Pacific, Southern, and others, operate more miles of road than are needed to make the Continental Railway a reality, and each of these systems has bonds and stocks outstanding aggregating more than the sum estimated as the cost for this enterprise. The Russian Government has just completed a long railroad for the purpose of developing Siberia, at a cost considerably exceeding the estimated cost of the Intercontinental Railway, and more difficult to construct.

The Republic of Mexico furnishes a recent example of what has been accomplished by increased railroad advantages.

In the report of the Mexican delegation to this conference, speaking of the intercontinental railway, they say:

"In so far as Mexico is concerned, it has not ceased to make efforts and even sacrifices to build its railway system, extending it toward the south and in a manner that will enable it to connect with the lines which the Central American Republics may build, as it is already connected at several points on its northern frontier with important railroads of the United States of America. There is under consideration at the present moment a line which will be connected with the existing Interoceanic Railway now in operation across the Isthmus of Tehuantepec; and quite lately a concession, with ample subsidies, has been granted for the construction of a railway which, branching from that of Tehuantepec, will extend toward the frontier of Guatemala."

They also say that "it has been the constant desire of the Government and people of Mexico to extend every facility for better interior communications, increasing thereby the exploitation of its natural elements and the mercantile traffic with other nations."

While the building of the continental line is a great undertaking, the benefits to be gained are not as problematical nor the obstacles to be overcome as great as those encountered by the builders of the railroads across the Alleghenies and the Rockies when these lines were constructed.

Experience the world over has proved that the development of the natural resources of a country follows the establishment of railway communications, and a railway system bringing all the Republics of this hemisphere into touch with each other would lead more than anything else to the development of the Southern Republics, especially in the interior. It is possible now to bring to markets from points not reached by railroads only such products as can be hauled on pack mules, or otherwise, to the seaports for export, and the points at which vessels can touch are often hundreds of miles apart. Shipments can be made to and from places every few miles on a railroad. Great areas of mineral deposits and of rich timber and agricultural lands, in Central and South America, lie practically untouched because of the lack of transportation facilities. The statistics of most of these countries show that so far only the sections contiguous to the sea have been developed. Not only would such a railway line aid in developing territory now practically inaccessible, and thus add to the general wealth of the countries traversed, but the increased facilities afforded would result in competition between rail and steamship transportation in the regions now depending entirely on the latter. Competition is the life of trade, and while more direct and increased water-transportation facilities between the Republics of America are needed and should be encouraged, both rail and water communication are required for full growth and development.

In the event of war between some of the European powers commerce might be seriously interfered with by the interruption of water communication, but the danger from this cause would be minimized if the Republics of America could communicate with each other by rail, without recourse to the seas.

A country or section of country without railroads is behind the times, and can not successfully compete with regions possessing these advantages. When the first railroad from the Mississippi River to the Pacific was built, many doubted whether it would pay, as the country to be crossed was, to a great extent, uninhabited. Now there are several lines, all paying, and the rapid development of the great West of the Northern Republic, largely owing to railroad facilities, has been the wonder of the age. The interior of the United States, especially the West and Southwest, like the interior points of the Southern Republics, would be most benefited by the establishment of a Continental Railway, because these sections would then have closer and more direct communication with each other. The trade possibilities, when the 195,000 miles of railroad in the United States and the 10,000 miles in Mexico are connected with the 10,600 miles in Argentine and the systems in the other Republics of America, can hardly be estimated.

Since the establishment of railroad communication between Mexico and the United States, the trade of these countries with each other has largely increased, until now Mexico sends over 70 per cent of her total exports to the United States and the latter country sells in Mexico goods amounting to about the same value. In the year ended June 30, 1901, the United States bought merchandise to the value of \$121,000,000 from the countries of Central and South America, which was about 14 per cent of its total imports; and during the same period the United States sold to these countries merchandise to the value of \$52,000,000, or only about 10 per cent of the total imports of Central and South America.

As showing the lack of proper transportation facilities now existing between the Republics of America, some of the delegates to this Conference, in order to reach the City of Mexico, had to go by way of Europe and New York, and others via San Francisco. A letter or express package from Mexico or the United States intended for some of the South American Republics would go first to Europe and from there to its destination.

This committee has reports on the railways of their countries from some of the Central and South American delegates, and when the others are received we ask that all be printed as an appendix to this report.

Summary.—Whereas the three corps of engineers employed by the Intercontinental Railway Commission made experimental surveys, accompanied by maps, between the northern border of Guatemala and

the northern border of Argentine, during the years 1892, 1893, and 1894, and reported it practical to complete a standard-gauge Continental Railway, passing through the Republics of North, Central, and South America, and that by using the roads now in operation the distance to be built would be 5,456 miles, and the estimated cost \$174,290,271, or about \$32,000 per mile; and,

Whereas it is a well-known fact that railroads develop the natural resources, increase the commerce and wealth, and add to the general prosperity of countries traversed by them:

Therefore, estimating the distance to be built at 5,000 miles, and believing that the cost will not exceed \$200,000,000 (or \$40,000 per mile), your committee unanimously recommends: First, the construction of an Intercontinental line, with branches where necessary to connect with the principal cities, passing through the different Republics and connecting the systems of the United States and Mexico with those of the Argentine Republic.

The recommendations of the last Conference at Washington regarding the preliminary surveys having been complied with, we unanimously indorse the following, taken from the proceedings of the Pan-American Railway Committee and adopted by the Washington Conference:

"First. That a railroad connecting all or a majority of the nations represented in this Conference will contribute greatly to the development of cordial relations between said nations and the growth of their material interests.

"Second. That the railroad, in so far as the common interests will permit, should connect the principal cities lying in the vicinity of its route.

"Third. That if the general direction of the line can not be altered without great inconvenience, for the purpose mentioned in the preceding article, branch lines should be surveyed to connect those cities with the main line.

"Fourth. That for the purpose of reducing the cost of the enterprise, existing railways should be utilized as far as is practicable and compatible with the route and conditions of the continental railroad.

"Fifth. That all materials necessary for the construction and operation of the railroad should be exempt from import duties, subject to such regulations as may be necessary to prevent the abuse of this privilege.

"Sixth. That all personal and real property of the railroad, employed in its construction and operation, should be exempt from all taxation, either national, provincial, state, or municipal.

"Seventh. That the execution of a work of such magnitude deserves to be further encouraged by subsidies, grants of land, or guaranties of a minimum of interest.

“Eighth. That the traffic in transit through the different Republics shall not pay custom dues nor taxes of any other kind.”

We also recommend:

Ninth. That the delegates to this Conference and others favoring the railway urge their Governments, as strongly as they consistently can, to grant liberal concessions to the enterprise, of whatever kind seems best to each country.

Tenth. That the United States of America be invited to initiate, with the ministers of the other Republics, at Washington, the adoption of such measures as may be deemed most fitting to result in sending within one year to said Republics competent and reliable persons whose duty it shall be to accurately determine the resources of the different countries and the condition of commerce, and the prospects for business for an intercontinental line, in case said line can be constructed, and also to ascertain what concessions or assistance each of the respective Governments is willing to grant to the enterprise.

Eleventh. That the president of the Conference shall appoint a committee of five members, residing in the United States of America, said committee to commence its work after the adjournment of this Conference; and that said committee shall have the right to increase the number of its members or to replace, when necessary, any member; to appoint such subcommittees as may be deemed proper to report to the next Conference on the result of its labors; to furnish all possible information as to the work of the intercontinental railway, and to aid and stimulate the carrying into effect of said project as much as possible; this, however, shall not prevent the members of the present committee from continuing their efforts to attain the desired end; and finally that the committee, in unison with the Secretary of State of the United States of America, and with the ministers of the interested countries, resident in Washington, may cause to be convoked, within the period of one year, an assembly composed of representatives of all the Republics of this continent with proper credentials, for the purpose of arranging for the construction of the proposed continental railway.

H. G. DAVIS.

AUGUSTO MATTE.

J. B. CALVO.

FRANCISCO ORLA.

J. LEONARD.

ALBERTO ELMORE.

BALTAZAR ESTUPINIAN.

JOSE LOPEZ PORTILLO Y ROJAS.

RAFAEL REYES.

MEXICO, *November 27, 1901.*

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of the proposed continental line already built between New York and Buenos Ayres, the location of the portions that will be needed to make a through line, and the estimated cost of same:

Across.	Built or proposed.		Built.		To be constructed.		Cost of grading, masonry, and bridges.
	Miles.	Kilometers.	Miles.	Kilometers.	Miles.	Kilometers.	
Central America.	1,033.00	1,678.53	211.30	340.05	831.70	1,338.18	\$17,154,517.00
Colombia.....	1,354.04	2,179.10	.....	.....	1,354.04	2,179.10	33,738,424.84
Ecuador.....	2,397.04	3,857.63	211.30	340.05	2,185.74	3,517.58	50,892,941.84
	656.00	1,058.94	.....	.....	688.00	1,098.94	26,863,855.00
Peru.....	3,453.04	4,916.57	211.30	340.05	2,841.74	4,576.52	77,756,796.84
	1,738.51	2,873.48	151.61	244.00	1,633.90	2,629.48	65,758,146.00
Bolivia.....	4,840.55	7,790.05	362.91	584.05	4,477.64	7,206.00	143,514,942.84
	587.55	945.56	185.06	313.91	392.49	631.65	12,025,329.00
Argentina.....	5,428.10	8,735.61	557.97	897.96	4,870.13	7,837.65	155,538,271.84
	1,061.66	1,708.56	936.66	1,507.10	125.00	201.16	4,000,000.00
United States....	6,489.76	10,444.17	1,494.63	2,404.36	4,995.13	8,038.81	159,538,271.84
	2,094.00	3,369.93	2,094.00	3,369.93	.....	.....	.....
Mexico.....	8,583.76	13,814.10	3,588.63	5,775.29	4,995.13	8,038.81	159,538,271.84
	1,644.30	2,646.22	1,183.30	1,904.32	461.00	741.90	14,752,000.00
Total.....	10,228.06	16,460.32	4,771.93	7,679.61	5,456.13	8,780.71	174,290,271.84

From this it will be seen that it was estimated by the engineers of the Commission, at the time their report was made in 1895, that \$175,000,000 will construct the railroad necessary to join existing lines and give through rail communication. Since then some additional railroad has been built that could be utilized as a part of a continental system, and it is the opinion of this committee that now not more than 5,000 miles of road would have to be constructed to establish railway communication between the systems of North America and South America. Basing the cost at \$40,000 per mile, which we believe would be ample, \$200,000,000 would be required for this great work. The surveys made by the engineers of the Commission demonstrate the practicability of constructing the needed lines, and there should be no great difficulty in financing such a project, when the results to be obtained are considered. Such railway systems in the United States as the Pennsylvania, New York Central, Atchison, Northern Pacific, Union Pacific, Southern Pacific, Southern, and others, operate more miles of road than are needed to make the Continental Railway a reality, and each of these systems has bonds and stocks outstanding aggregating more than the sum estimated as the cost for this enterprise. The Russian Government has just completed a long railroad for the purpose of developing Siberia, at a cost considerably exceeding the estimated cost of the Intercontinental Railway, and more difficult to construct.

The Republic of Mexico furnishes a recent example of what has been accomplished by increased railroad advantages.

In the report of the Mexican delegation to this conference, speaking of the intercontinental railway, they say:

"In so far as Mexico is concerned, it has not ceased to make efforts and even sacrifices to build its railway system, extending it toward the south and in a manner that will enable it to connect with the lines which the Central American Republics may build, as it is already connected at several points on its northern frontier with important railroads of the United States of America. There is under consideration at the present moment a line which will be connected with the existing Inter-oceanic Railway now in operation across the Isthmus of Tehuantepec; and quite lately a concession, with ample subsidies, has been granted for the construction of a railway which, branching from that of Tehuantepec, will extend toward the frontier of Guatemala."

They also say that "it has been the constant desire of the Government and people of Mexico to extend every facility for better interior communications, increasing thereby the exploitation of its natural elements and the mercantile traffic with other nations."

While the building of the continental line is a great undertaking, the benefits to be gained are not as problematical nor the obstacles to be overcome as great as those encountered by the builders of the railroads across the Alleghenies and the Rockies when these lines were constructed.

Experience the world over has proved that the development of the natural resources of a country follows the establishment of railway communications, and a railway system bringing all the Republics of this hemisphere into touch with each other would lead more than anything else to the development of the Southern Republics, especially in the interior. It is possible now to bring to markets from points not reached by railroads only such products as can be hauled on pack mules, or otherwise, to the seaports for export, and the points at which vessels can touch are often hundreds of miles apart. Shipments can be made to and from places every few miles on a railroad. Great areas of mineral deposits and of rich timber and agricultural lands, in Central and South America, lie practically untouched because of the lack of transportation facilities. The statistics of most of these countries show that so far only the sections contiguous to the sea have been developed. Not only would such a railway line aid in developing territory now practically inaccessible, and thus add to the general wealth of the countries traversed, but the increased facilities afforded would result in competition between rail and steamship transportation in the regions now depending entirely on the latter. Competition is the life of trade, and while more direct and increased water-transportation facilities between the Republics of America are needed and should be encouraged, both rail and water communication are required for full growth and development.

In the event of war between some of the European powers commerce might be seriously interfered with by the interruption of water communication, but the danger from this cause would be minimized if the Republics of America could communicate with each other by rail, without recourse to the seas.

A country or section of country without railroads is behind the times, and can not successfully compete with regions possessing these advantages. When the first railroad from the Mississippi River to the Pacific was built, many doubted whether it would pay, as the country to be crossed was, to a great extent, uninhabited. Now there are several lines, all paying, and the rapid development of the great West of the Northern Republic, largely owing to railroad facilities, has been the wonder of the age. The interior of the United States, especially the West and Southwest, like the interior points of the Southern Republics, would be most benefited by the establishment of a Continental Railway, because these sections would then have closer and more direct communication with each other. The trade possibilities, when the 195,000 miles of railroad in the United States and the 10,000 miles in Mexico are connected with the 10,600 miles in Argentine and the systems in the other Republics of America, can hardly be estimated.

Since the establishment of railroad communication between Mexico and the United States, the trade of these countries with each other has largely increased, until now Mexico sends over 70 per cent of her total exports to the United States and the latter country sells in Mexico goods amounting to about the same value. In the year ended June 30, 1901, the United States bought merchandise to the value of \$121,000,000 from the countries of Central and South America, which was about 14 per cent of its total imports; and during the same period the United States sold to these countries merchandise to the value of \$52,000,000, or only about 10 per cent of the total imports of Central and South America.

As showing the lack of proper transportation facilities now existing between the Republics of America, some of the delegates to this Conference, in order to reach the City of Mexico, had to go by way of Europe and New York, and others via San Francisco. A letter or express package from Mexico or the United States intended for some of the South American Republics would go first to Europe and from there to its destination.

This committee has reports on the railways of their countries from some of the Central and South American delegates, and when the others are received we ask that all be printed as an appendix to this report.

Summary.—Whereas the three corps of engineers employed by the Intercontinental Railway Commission made experimental surveys, accompanied by maps, between the northern border of Guatemala and

the northern border of Argentine, during the years 1892, 1893, and 1894, and reported it practical to complete a standard-gauge Continental Railway, passing through the Republics of North, Central, and South America, and that by using the roads now in operation the distance to be built would be 5,456 miles, and the estimated cost \$174,290,271, or about \$32,000 per mile; and,

Whereas it is a well-known fact that railroads develop the natural resources, increase the commerce and wealth, and add to the general prosperity of countries traversed by them:

Therefore, estimating the distance to be built at 5,000 miles, and believing that the cost will not exceed \$200,000,000 (or \$40,000 per mile), your committee unanimously recommends: First, the construction of an Intercontinental line, with branches where necessary to connect with the principal cities, passing through the different Republics and connecting the systems of the United States and Mexico with those of the Argentine Republic.

The recommendations of the last Conference at Washington regarding the preliminary surveys having been complied with, we unanimously indorse the following, taken from the proceedings of the Pan-American Railway Committee and adopted by the Washington Conference:

“First. That a railroad connecting all or a majority of the nations represented in this Conference will contribute greatly to the development of cordial relations between said nations and the growth of their material interests.

“Second. That the railroad, in so far as the common interests will permit, should connect the principal cities lying in the vicinity of its route.

“Third. That if the general direction of the line can not be altered without great inconvenience, for the purpose mentioned in the preceding article, branch lines should be surveyed to connect those cities with the main line.

“Fourth. That for the purpose of reducing the cost of the enterprise, existing railways should be utilized as far as is practicable and compatible with the route and conditions of the continental railroad.

“Fifth. That all materials necessary for the construction and operation of the railroad should be exempt from import duties, subject to such regulations as may be necessary to prevent the abuse of this privilege.

“Sixth. That all personal and real property of the railroad, employed in its construction and operation, should be exempt from all taxation, either national, provincial, state, or municipal.

“Seventh. That the execution of a work of such magnitude deserves to be further encouraged by subsidies, grants of land, or guaranties of a minimum of interest.

“Eighth. That the traffic in transit through the different Republics shall not pay custom dues nor taxes of any other kind.”

We also recommend:

Ninth. That the delegates to this Conference and others favoring the railway urge their Governments, as strongly as they consistently can, to grant liberal concessions to the enterprise, of whatever kind seems best to each country.

Tenth. That the United States of America be invited to initiate, with the ministers of the other Republics, at Washington, the adoption of such measures as may be deemed most fitting to result in sending within one year to said Republics competent and reliable persons whose duty it shall be to accurately determine the resources of the different countries and the condition of commerce, and the prospects for business for an intercontinental line, in case said line can be constructed, and also to ascertain what concessions or assistance each of the respective Governments is willing to grant to the enterprise.

Eleventh. That the president of the Conference shall appoint a committee of five members, residing in the United States of America, said committee to commence its work after the adjournment of this Conference; and that said committee shall have the right to increase the number of its members or to replace, when necessary, any member; to appoint such subcommittees as may be deemed proper to report to the next Conference on the result of its labors; to furnish all possible information as to the work of the intercontinental railway, and to aid and stimulate the carrying into effect of said project as much as possible; this, however, shall not prevent the members of the present committee from continuing their efforts to attain the desired end; and finally that the committee, in unison with the Secretary of State of the United States of America, and with the ministers of the interested countries, resident in Washington, may cause to be convoked, within the period of one year, an assembly composed of representatives of all the Republics of this continent with proper credentials, for the purpose of arranging for the construction of the proposed continental railway.

H. G. DAVIS.

AUGUSTO MATTE.

J. B. CALVO.

FRANCISCO ORLÁ.

J. LEONARD.

ALBERTO ELMORE.

BALTAZAR ESTUPÍNAN.

JOSE LOPEZ PORTILLO Y ROJAS.

RAFAEL REYES.

MEXICO, *November 27, 1901.*

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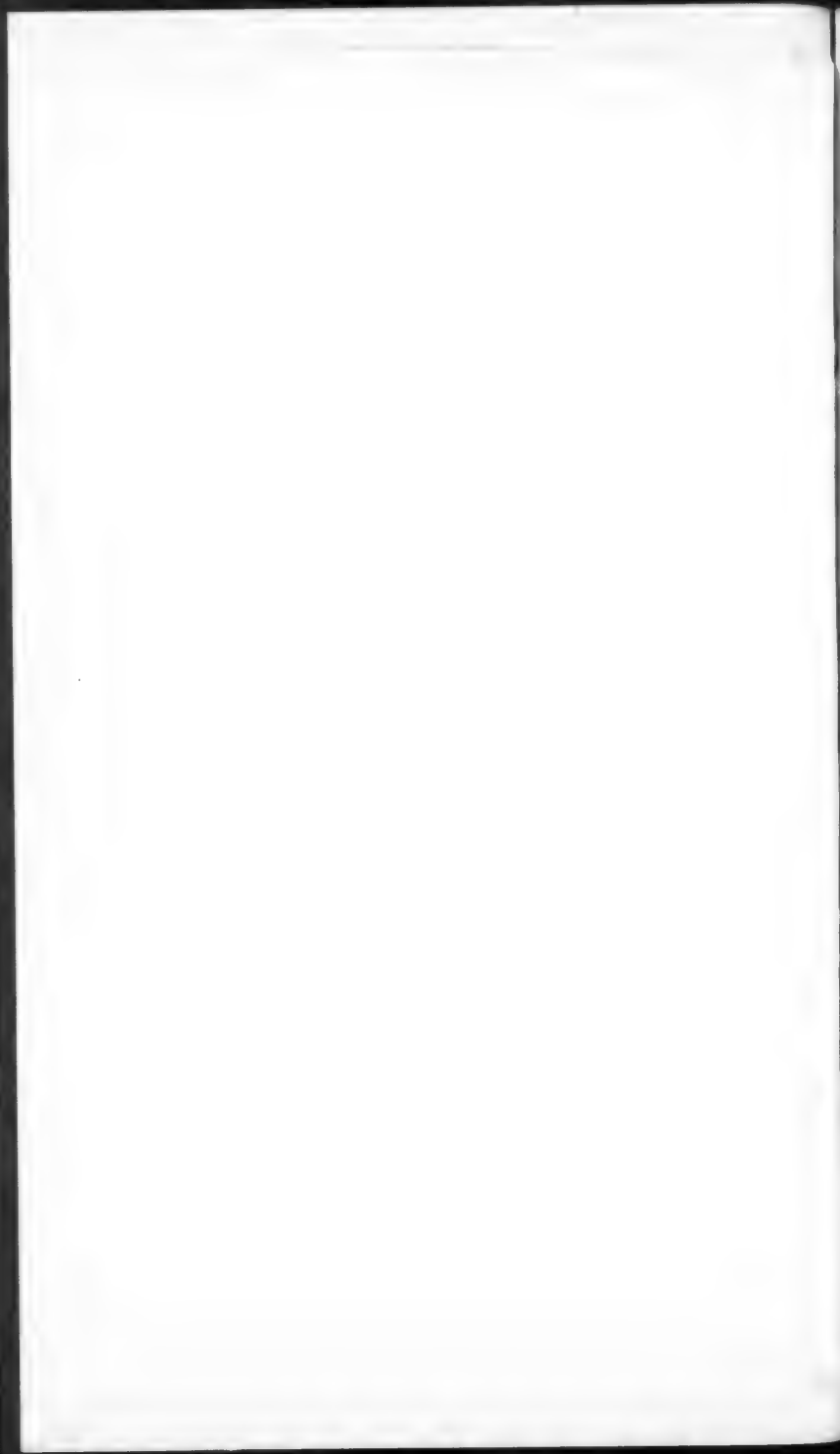
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ACTION OF SECOND INTERNATIONAL CONFERENCE OF AMERICAN STATES ON ABOVE REPORT, JANUARY 21, 1902.

RESOLUTION.

The undersigned, Delegates of the Republics represented at the Second International American Conference, duly authorized by their Governments, have approved the following resolution:

The Second International American Conference:

Considering that the three corps of engineers employed by the former Committee on Intercontinental Railway have made explorations from the northern limit of Guatemala to the northern limit of the Argentine Republic during the years 1893 and 1894 and have presented their report on the work, accompanied by the respective maps; and,

Considering that the said report shows that it is practicable to construct a railway which will traverse the Republics of the continent from north to south, and that in case the railways in actual operation are utilized, the length of the lines to be constructed would be 5,456 miles, and the estimated cost of the entire work would be \$174,290,271 gold, or \$32,000 gold per mile; and,

Considering that it is a well-known fact that railroads develop the natural resources, increase the commerce and wealth, and add to the general prosperity of the countries traversed by them; and,

Considering that international railways consolidate the friendly relations among States, unite them by common interest, and assure peace between them:

Resolves: First. That it ratifies the resolution of the Washington Conference which recommended the construction of the complementary lines of the International Railway which is to traverse the different Republics, uniting the railway systems of the United States with those of the Argentine Republic and connecting the principal cities situated on the line of said railroad as much as the common interests may permit, or, in case this should be impracticable, the construction of branch lines to connect said cities with the main trunk line, and, finally, the utilizing of the lines already in operation wherever such may be possible and compatible with the surveys and conditions of international railways.

Second. That the Republics interested in the execution of this work assist it in every way that may be in their power, and especially that they exempt from import duties the materials necessary for the construction and operation of the railway, but with the necessary provisions to prevent abuses of such privilege; and that the real and personal properties of the enterprise be exempted from all national, state, provincial, and municipal taxes; exempting them from

all custom-house and other duties in transit through the different Republics, and that they assist the enterprise as much as possible by subsidies, grants of lands, or by the guaranteeing of a minimum interest on the capital invested in each country.

For that purpose it is hereby recommended that all persons who favor the construction of the said railway earnestly endeavor to procure from the respective Governments the granting, in favor of this enterprise, of these or other liberal subsidies, such as may be found most convenient and feasible in each country.

Third. That the United States of America be invited to initiate, with the representatives and diplomatic officers of the other Republics accredited in Washington, the adoption of such measures as may be deemed best calculated to result in sending to the said Republics, within one year, competent and reliable persons, whose duty it shall be to accurately determine the resources of each country, and the location and condition of the railway lines now in operation, the existing condition of their commerce, and the prospects for business for an intercontinental line, in case said line be constructed, and also to ascertain what concessions each of the respective Governments is willing to grant to the enterprise.

Fourth. That the President of the Conference shall appoint a committee of five members, resident in the United States of America, which shall enter upon its functions after the adjournment of this Conference, with power to increase the number of its members and to substitute them whenever necessary; to appoint such subcommittees as may be deemed proper, and to report to the next Conference on the result of its labors; to furnish all possible information on the work of the Intercontinental Railway, and to aid and stimulate the successful execution of said project as much as possible, all of which, however, shall not prevent members of the present committee from continuing their efforts to attain the same end; and finally that the Commission, in conjunction with the Secretary of State of the United States of America, and with the ministers of the interested countries, resident in Washington, shall cause to be convoked, within the period of one year, an Assembly composed of duly authorized representatives of all the Republics of this Continent, for the purpose of perfecting a convention to arrange for the construction of the proposed Intercontinental Railway.

Made and signed at the city of Mexico on the 21st day of the month of January, 1902, in 3 copies, written in the Spanish, English, and French languages, respectively, and deposited in the Department of Foreign Relations of the Government of the Mexican United States, so that certified copies thereof may be made in order to transmit them through the diplomatic channel, to each of the Signatory Powers.

For the Argentine Republic (Signed) ANTONIO BERMEJO.
(Signed) LORENZO ANADÓN.

For Bolivia	(Signed) FERNANDO E. GUACHALLA.
For Colombia	(Signed) RAFAEL REYES.
For Costa Rica	(Signed) J. B. CALVO.
For Chile	(Signed) AÚGUSTO MATTE.
	(Signed) JOAQU. WALKER M.
	(Signed) EMILIO BELLO C.
For Ecuador	(Signed) L. F. CARBO.
For El Salvador	(Signed) FRANCISCO A. REYES.
	(Signed) BALTSAR ESTUPÍNAN.
For the United States of America	(Signed) W. I. BUCHANAN.
	(Signed) CHARLES M. PEPPER.
	(Signed) VOLNEY W. FOSTER.
For Guatemala	(Signed) FRANCISCO ORLA.
For Honduras	(Signed) J. LEONARD.
	(Signed) F. DÁVILA.
For Mexico	(Signed) G. RAIGOSA.
	(Signed) JOAQUIN D. CASARÚS.
	(Signed) E. PARDO, JR.
	(Signed) JOSÉ LOPEZ-PORTILLO Y ROJAS.
	(Signed) PABLO MACEDO.
	(Signed) F. L. DE LA BARRA.
	(Signed) ALFREDO CHAVERO.
	(Signed) M. SANCHEZ MARMOL.
	(Signed) ROSENDO PINEDA.
For Nicaragua	(Signed) F. DÁVILA.
For Paraguay	(Signed) CECILIO BAEZ.
For Peru	(Signed) MANUEL ALVAREZ CALDE- RÓN.
	(Signed) ALBERTO ELMORE.
For Uruguay	(Signed) JOHN CUESTAS.

APPOINTMENT OF A PERMANENT COMMITTEE.

The President of the Conference, pursuant to the fourth article of the resolution, appointed the following gentlemen as a permanent Committee on Pan-American Railway to further the project after the adjournment of the Conference:

- H. G. DAVIS, of West Virginia, United States.
 ANDREW CARNEGIE, of New York, United States.
 MANUEL DE AZPIROZ, Ambassador of Mexico to the United States.
 MANUEL ALVAREZ CALDERÓN, Minister of Peru to the United States.
 ANTONIO LAZO ARRIAGA, Minister of Guatemala to the United States.

MESSAGE OF PRESIDENT ROOSEVELT.

On April 22, 1902, the President of the United States transmitted to the Senate a report made by the Secretary of State of the United

States concerning the action of the International Conference of the American States at its second session, held in the City of Mexico, on the subject of the proposed Pan-American Railway connecting the American continents.

The message accompanying the report reads as follows:

"To the Senate and House of Representatives:

"I transmit herewith a report of the Secretary of State, with the accompanying papers, with respect to the resolution concerning a pan-American railway adopted by the delegates of the Republics represented at the Second International Conference of the American States, recently held at the City of Mexico.

"I recommend an appropriation by Congress of the sum of \$20,000, or so much thereof as may be necessary, to enable the President to appoint two commissioners to visit Central and South America to carry the purpose of the resolution into effect, and to investigate and report upon the means of extending the commerce of the United States with those regions.

"THEODORE ROOSEVELT."

REPORT OF THE SECRETARY OF STATE.

"THE PRESIDENT:

"I have the honor to submit herewith a copy of the report made by the Pan-American Railway Committee to the Second International Conference of the American States, held in Mexico during the winter of 1901-2, and a copy of the resolution adopted by the delegates of the Republics represented at that congress concerning a pan-American railway. The third section of the resolution provides:

"That the United States of America be invited to initiate, with the representatives and diplomatic officers of the other Republics accredited in Washington, the adoption of such measures as may be deemed best calculated to result in sending to the said Republics within one year competent and reliable persons, whose duty it shall be to accurately determine the resources of each country, and the location and condition of the railway lines now in operation, the existing condition of their commerce, and the prospects for business for an intercontinental line in case said line be constructed, and also to ascertain what concessions each of the respective Governments is willing to grant the enterprise."

"The project is of such great public utility, and the trade of Central and South America, of which the share of the United States is not so large as it should be, is of such growing importance that I have no hesitation in recommending that Congress be asked to appropriate the sum of \$20,000, or so much thereof as may be necessary, to enable the President to appoint two commissioners to carry the purpose of

the resolution into effect and incidentally to investigate and report upon the means of extending the commerce of the United States with those regions.

.. Respectfully submitted.

.. JOHN HAY.

.. DEPARTMENT OF STATE,

.. *Washington, April 19, 1902.*"

THE INTERCONTINENTAL RAILWAY.

By J. B. CALVO.

When we consider the great influence which the means of communication exercise, not only in the development of the natural resources and other fountains of national production, but also in the moral and intellectual advancement which the widening of the sphere of action affords to man, the great benefits that would result to the American Republics from the construction of a continental railroad become evident.

The enterprise is certainly a colossal one, though it does not in reality present any insurmountable obstacles, and in order to become an accomplished fact it only requires that the project should be taken up with a resolute purpose and properly started.

It is evident that the development of local traffic alone would pay, in the immediate future, the cost of the road, and that the increase of the commercial relations between the neighboring countries would be very rapid, promoting in this manner the general, political, and social welfare of all the nations of this continent, as well as securing a closer union among them, all of which would tend to daily increase the value of capital and the profits thereof.

The progress which Mexico has made in the last few years has naturally attracted the attention of the whole world, and the great impulse given to all her industries demands, for that prosperous Republic, easy means of communication with the contiguous States, where excellent markets are to be found for many of her varied products, which competition on the North carries to said States in the South, as is the case at present, particularly with regard to cotton fabrics and all kinds of leather goods.

It is a fact that the Central American States are constantly progressing; and while the moral advancement is also evidenced by the peaceful condition which they at present enjoy, the development of their manifold and rich sources of production increases daily, thus encouraging new enterprises, the improvement of the existing means of communication, and the construction of other new and important ones.

In the far south, the Argentine Republic rises up as an agricultural

rival of the United States of America, while Chile initiates a competition on the Pacific with the steamship companies of the great American nation.

These practical examples of the advancement of the Latin-American countries indicate the activity and progress which they have already reached, and show clearly the great importance of the field which they afford to business and enterprise.

Brazil, with her extensive territory; Uruguay, with her favored geographical position; Peru, Bolivia, Ecuador, Venezuela, and Colombia, by the exuberant richness of their soil, all enjoy, in an equal degree, the benefits of progress and civilization.

Therefore the construction of a railway through all these countries will find abundant elements of support already existing and many others which it will of itself create, either owing to the influence of the facilities for local traffic or as a consequence of rapid communication between the different States.

At the First International Conference held in Washington in 1889-90 resolutions were passed for the purpose of carrying out this great enterprise, and as a practical result of the preliminary steps then taken the proper studies of the matter were made by several corps of engineers, who presented an exhaustive report, which is printed with maps and illustrations in seven large volumes.

From these studies it appears that the length of a railroad from New York to Buenos Ayres would be 10,471 miles and that half of this enormous distance is already covered by existing railroad lines.

Referring especially to the first part of this great continental enterprise, it would be an easy task to show that it only requires a slight impulse for its realization in all that portion of the hemisphere lying north of Panama. In fact, the distance of 2,187 miles from New York to Laredo on the Mexican frontier, that of 839 miles from Laredo to the City of Mexico, and that of 343 miles from the latter city to Oaxaca is covered by railroad lines now in actual operation.

There are at the present time two Mexican railways that approach the Guatemala frontier, one of which runs from Puebla to Oaxaca on the Pacific slope, and which would require an extension of 400 miles in order to reach said frontier, and the other which extends from Cordoba, a town situated on the line of the Veracruz Railway on the mountain range that slopes toward the Gulf of Mexico. In addition to the lines mentioned there are other railroads in course of construction that will connect with the Interoceanic Railroad of the Isthmus of Tehuantepec, and what seems to be of still greater importance in this connection, the Mexican Government has granted a concession carrying with it liberal subsidies for the construction, within a period of two years, of a railway which, starting from the Isthmus as a branch of the Interoceanic Railway referred to, will extend to the boundary line of Guatemala.

This new development of railways in Mexican territory having been accomplished, the greatest of the difficulties in extending the Intercontinental Railroad will have been overcome by connecting the railway lines of the Central American States, several sections of which can be utilized for the main line.

It will be sufficient to observe in this connection that of the 1,107 miles that a route on the Pacific side will have to cover in Central America from the Mexican to the Colombian frontier there are now constructed and in operation 211.3 miles of track, particularly in Salvador and Nicaragua, where the longest railroad lines follow in the greater part of their course a direction generally parallel to that of the coast.

In Guatemala there is a railroad extending from the port of Ocos to the village of Ayutla near the Mexican frontier, and the lines constructed in this and the other Central American Republics aggregate a little less than 1,000 miles, viz:

Guatemala.....	342
Salvador.....	132
Honduras.....	50
Nicaragua.....	176
Costa Rica.....	222

But in Costa Rica, Guatemala, and Honduras the principal railway lines follow a transverse direction, because they run from the interior to the ports. Nevertheless, branch lines are being constructed in the three countries mentioned which, within a short time, will not only be able to add considerable length to the part of the system already completed, but will also insure in this manner the guaranty of success for an Intercontinental Railway by the consequent increase of traffic that will always result from the greater number of their connections.

Such favorable conditions did not exist in Mexico when the construction of the first railway between the United States and that Republic was projected. The undertaking was not favored by the public, because it was thought that it would not be profitable, and to-day—twenty years having scarcely elapsed—there are three railway lines in constant operation, fed by the growing commerce between the two nations. These iron highways, as a natural consequence, promote the mutual development of interests, and encourage at the same time the construction of other railways with which they will connect. There is, then, no reason to doubt, in view of these premises, which are palpable facts, that the extension of railways to the south will produce equally as good, if not better, results to capital, exclusive of the beneficent moral influence they will exert on the future of the nations of this continent.

The realization of the plan for uniting the two great oceans by a canal across the Central American isthmus between Costa Rica and

Nicaragua seems near at hand, and if, as it is reasonable to hope, the execution of the same is speedily decided upon, the northern section of the Intercontinental Railway will thereby greatly increase in importance.

At the second international conference held in Mexico from October, 1901, to January, 1902, it was resolved to ratify the resolutions of the first conference, held in Washington, and to recommend, among other things, that the Government of the United States of America initiate, by means of the diplomatic representatives of the American Republics accredited in Washington, the measures most appropriate for the sending, within a year, of commissioners to report upon the railways already completed, and the concessions that the respective Governments will grant for the construction of a continental railway.

At the present time this idea is greatly favored, and it can be expected that with a new impulse it will soon become an accomplished fact.

May it be so for the welfare of the American Republics.

Washington, D. C., April, 1902.

ARBITRATION AGREEMENT BETWEEN BRAZIL AND GREAT BRITAIN.

**ARBITRATION TREATY TO DETERMINE THE LIMITS BETWEEN
BRAZIL AND BRITISH GUIANA, CONCLUDED IN LONDON
NOVEMBER 6, 1901, AND PROCLAIMED JANUARY 28, 1902.**

The President of the United States of Brazil and His Majesty the King of the United Kingdom of Great Britain and Ireland, Emperor of India, being desirous to provide for an amicable settlement of the question which has arisen between their respective Governments concerning the boundary between the United States of Brazil and the Colony of British Guiana, have resolved to submit to arbitration the question involved, and to the end of concluding a treaty for that purpose have appointed as their respective Plenipotentiaries:

The President of the United States of Brazil, Senhor JOAQUIM AURELIO NABUCO DE ARAUJO, Envoy Extraordinary and Minister Plenipotentiary of Brazil to His Britannic Majesty;

And His Majesty the King of the United Kingdom of Great Britain and Ireland, Emperor of India, the Most Honorable HENRY CHARLES KEITH PETTY FITZ MAURICE, Marquis of Lansdowne, Earl Wycombe, Viscount Caln and Calnstone and Lord Wycombe, Baron of Chipping Wycombe, Baron Nairne, Earl of Kerry and Earl of Shelburne, Viscount Clanmaurice and Fitzmaurice, Baron of Kerry, Lixnaw, and

Dunkerron, a Peer of the United Kingdom of Great Britain and Ireland, a Member of His Britannic Majesty's Most Honorable Privy Council, Knight of the Most Noble Order of the Garter, etc., His Majesty's Principal Secretary of State for Foreign Affairs;

Who, having communicated to each other their respective full powers, which were found to be in due and proper form, have agreed to and concluded the following articles:

ARTICLE I.

The President of the United States of Brazil and His Majesty the King of the United Kingdom of Great Britain and Ireland, Emperor of India, agree to invite His Majesty the King of Italy to decide as Arbitrator the question as to the above-mentioned boundary.

ARTICLE II.

The territory in dispute between the United States of Brazil and the Colony of British Guiana shall be taken to be the territory lying between the Takutú and the Cotinga and a line drawn from the source of the Cotinga eastward, following the watershed to a point near Mount Ayangeanna; thence in a southeasterly direction, still following the general direction of the watershed, as far as the hill called Annay; thence by the nearest tributary to the Rupununi, up that river to its source, and from that point crossing to the source of the Takutú.

ARTICLE III.

The Arbitrator shall be requested to investigate and ascertain the extent of the territory which, whether the whole or a part of the zone described in the preceding article, may lawfully be claimed by either of the high contracting parties, and to determine the boundary line between the United States of Brazil and the Colony of British Guiana.

ARTICLE IV.

In deciding the question submitted, the Arbitrator shall ascertain all facts which he deems necessary to a decision of the controversy, and shall be governed by such principles of international law as he shall determine to be applicable to the case.

ARTICLE V.

The printed case of each of the two parties, accompanied by the documents, the official correspondence, and other evidence on which each relies, shall be delivered in duplicate to the arbitrator and to the Government of the other party within a period not exceeding twelve months from the date of the exchange of the ratifications of this treaty.

ARTICLE VI.

Within six months after the cases shall have been delivered in the manner provided in the preceding article either party may, in like manner, deliver in duplicate to the arbitrator and to the Government of the other party a counter case and additional documents, correspondence, and evidence in reply to the case, documents, correspondence, and evidence as presented by the other party.

If in the case or counter case submitted to the arbitrator either party shall have specified or alluded to any report or document in its own exclusive possession without annexing a copy, such party shall be bound, if the other party thinks proper to apply for it, to furnish that party with a copy thereof, and either party may call upon the other, through the Arbitrator, to produce the originals or certified copies of any papers adduced as evidence, giving in each instance notice thereof within forty days after the delivery of the case or counter case, and the original or copy so requested shall be delivered as soon as may be, within a period not exceeding forty days after the receipt of notice.

ARTICLE VII.

Within four months after the expiration of the time fixed for the delivery of the counter case on both sides, each party shall deliver in duplicate to the arbitrator and to the Government of the other party, a printed argument showing the points and referring to the evidence upon which each Government relies, and the arbitrator may, if he desires any further elucidation with regard to any point in the argument of either party, require a further written or printed statement or argument upon it, but in such case the other party shall be entitled to reply by means of a similar written or printed statement or argument.

ARTICLE VIII.

The arbitrator may, for any cause deemed by him sufficient, extend the periods fixed by Articles V, VI, and VII, or any of them, by the allowance of thirty days additional.

ARTICLE IX.

The high contracting parties agree to request that the decision of the arbitrator may, if possible, be made within six months of the delivery of the argument on both sides.

They further agree to request that the decision be made in writing, dated and signed, and that it be in duplicate; one copy to be handed to the representative of the United States of Brazil for his Government and the other copy to be handed to the representative of Great Britain for his Government.

ARTICLE X.

The high contracting parties engage to accept the decision pronounced by the arbitrator as a full, perfect, and final settlement of the question referred to him.

ARTICLE XI.

The high contracting parties agree that the Indians and other persons living in any portion of the disputed territory, which may, by the award of the arbitrator, be assigned either to the United States of Brazil or to the colony of British Guiana, shall, within eighteen months of the date of the award, have the option of removing into the territory of the colony of Brazil, as the case may be, themselves, their families, and their movable property, and of freely disposing of their immovable property, the said high contracting parties reciprocally undertaking to grant every facility for the exercise of such option.

ARTICLE XII.

Each Government shall provide for the expense of preparing and submitting its case. Any expenses connected with the arbitral proceedings shall be defrayed by the two parties in equal moieties.

ARTICLE XIII.

The present treaty, when duly ratified, shall come into force immediately after the exchange of ratifications, which shall take place in the city of Rio de Janeiro within four months from this date, or sooner if possible.

In faith whereof we, the respective plenipotentiaries, have signed this treaty and have hereunto affixed our seals.

Done in duplicate at London the 6th day of November, 1901.

JOAQUIM NABUCO.
LANSDOWNE.

[L. S.]

DECLARATION.

The plenipotentiaries, on signing the foregoing treaty, declare, as part and complement of it and subject to the ratification of the same, that the high contracting parties adopt as the frontier between the United States of Brazil and the colony of British Guiana the watershed line between the Amazon basin and the basins of the Corentyne and the Essequibo from the source of the Corentyne to that of the Rupununi, or of the Takutú, or to a point between them, according to the decision of the arbitrator.

JOAQUIM NABUCO.
LANSDOWNE.

[L. S.]

GEOGRAPHICAL CONGRESS AT RIO DE JANEIRO.

One of the important and far-reaching measures considered at the Second International Conference of American States, held in the city of Mexico, was for the establishment of a system of intercommunication between the hydrographic basins of South America. For the furtherance of this purpose it was agreed that the nations of the Orinoco, Amazon, and La Plata systems should assemble for an exhaustive examination of the best means of executing the project. A convention was accordingly celebrated between the delegations of the Argentine Republic and those of Bolivia, Colombia, Ecuador, Paraguay, Peru, and Uruguay for the assembling of a Geographical Congress at Rio de Janeiro within the course of a year from the date of the convention, January 28, 1902.

The following is the text of the convention referred to, as published in the minutes of the Second International Conference of American States:

Whereas, in accordance with the purposes hereinafter set forth and the Memorial of Explorations presented to the International Conference of American States by Gen. RAFAEL REYES, the project of establishing communication between the three great hydrographic basins of South America is shown to be practicable, thus affording a navigable route from the Orinoco to the Plata, through the interior of the continent;

Whereas, the present lack of communication cuts off an immense territory endowed with inexhaustible natural resources from the industry and commerce of the world;

Whereas, among the problems studied by the International Conference of American States assembled at Mexico that of the internal communication of South America is of great moment to civilization;

Whereas, in order to prepare for the execution of the project, it is advisable that the nations of the Orinoco, Amazon, and Plata rivers and of their affluents should assemble to consider the best methods for carrying out the proposition;

Whereas, the Republics of Brazil and Venezuela, in whose territories the Amazon and Orinoco rivers have their sources, are not now represented at this Conference, and it therefore becomes necessary to determine the manner of securing their cooperation:

Therefore, the Nations Signatory have agreed upon the following:

1. The holding of a Geographic Fluvial Conference of the riparian nations which shall meet in the city of Rio de Janeiro within the course of a year.
2. The Government of the Argentine Republic is intrusted with the

mission of securing from the Government of Brazil the adhesion and assent necessary to the holding of said Conference.

3. Both Governments are solicited to secure the adhesion of the other riparian nations and to issue the necessary invitations.

4. The Conference shall proceed in accordance with the annexed programme, except in so far as it may be modified by the decisions of the Governments of Brazil, the Argentine Republic, and Venezuela:

(a) To organize geographical exploration commissions.

(b) To formulate rules for the various commissions.

(c) To make estimates of expenditure for the work to be done.

(d) To determine the proportionate quota for each of the Governments interested.

(e) To organize an International Bureau for the compilation of data of exploration, and to present to the Governments interested a general plan of communication between the hydrographic basins.

(f) To study all matters connected with the foregoing project which may have bearing upon the more rapid execution of the work and the measures which the Governments interested should take, individually or collectively, to promote the welfare of those regions.

INTERNATIONAL CONGRESS OF AMERICANISTS.

The thirteenth session of the International Congress of Americanists has been convoked to meet in the halls of the American Museum of Natural History in the city of New York on October 20, 1902, continuing in session until and including October 25. The object of this Congress is to bring together students of the archæology, ethnology, and early history of North and South America, and by the reading of papers as well as by discussions to advance knowledge of these subjects.

Communications may be oral or written in any of the following languages: English, Spanish, French, German, or Italian. All debates are expected to be brief and no paper must exceed thirty minutes in delivery. The papers presented to this Congress will be printed in the volume of proceedings, if approved. Members of the Congress of Americanists are expected to send in advance of the meeting the titles, and, if possible, abstracts of their papers to the General Secretary.

The subjects to be discussed by this Congress relate to (1) the native races of America, their origin, distribution, history, physical characteristics, languages, inventions, customs, and religions; (2) the history of the early contact between America and the Old World.

All persons interested in the study of the archæology, ethnology, and early history of America—North and South—may become members of the Congress of Americanists by signifying their desire to Mr. MARSHALL H. SAVILLE, General Secretary of the Commission of

Organization, American Museum of Natural History, New York City. Mr. MORRIS K. JESUP is President and the DUKE OF LOUBAT Vice-President of the Commission of Organization.

FREE POSTAL SERVICE FOR BUREAU PUBLICATIONS.

On April 9, 1902, the Postmaster-General of the United States transmitted to the Department of State of the United States an order signed on that date admitting the correspondence and publications of the International Bureau of the American Republics to the mails free of postage, when addressed to the countries forming the International Union of American Republics.

This order was issued in pursuance of the action taken by the Secretary of State of the United States, who, on April 4, 1902, informed the Postmaster-General of the provisions embodied in article 8 of the resolution concerning the reorganization of the International Bureau of the American Republics as adopted by the Second International Conference of American States, held in the City of Mexico, which provides as follows:

“The publications of the Bureau shall be considered public documents, and shall be carried free in the mails of all the Republics.”

The official text of the Post-Office order is as follows:

“In execution of the eighth article of the resolutions concerning the reorganization of the International Bureau of the American Republics adopted by the Second International Conference of the American States, recently held at the City of Mexico, which provides as follows:

“The publications of the Bureau shall be considered public documents and shall be carried free in the mails of all the Republics.”

It is hereby ordered. That correspondence and publications originating at the Bureau of American Republics, bearing the card of that Bureau, and weighing not over 4 pounds 6 ounces (2 kilograms), the limit of weight prescribed for packages of ‘prints’ by the Universal Postal Convention of Washington, shall be admitted to the mails free of postage when addressed to the countries forming the International Union of American Republics, viz:

Argentine Republic.	Guatemala.	Salvador.
Bolivia.	Haiti.	San Domingo.
Brazil.	Honduras.	United States.
Chile.	Mexico.	Uruguay.
Colombia.	Nicaragua.	Venezuela.
Costa Rica.	Paraguay.	
Ecuador.	Peru.	

“H. C. PAYNE,
“Postmaster-General.”

TRADE OF AMERICA AND GREAT BRITAIN, FIRST QUARTER OF 1902.

The "Accounts Relating to Trade and Navigation of the United Kingdom," published in March, 1902, contain a detailed statement of the commercial intercourse between Great Britain and the various countries of America during the first quarter of the calendar year 1902 as compared with the corresponding period in the two preceding years.

The classification of imports is as follows:

Articles and countries.	Value, three months ending Mar. 31—		
	1900.	1901.	1902.
<i>Animals, living (for food).</i>			
Cattle:			
Argentine Republic	521,756		
United States	1,339,664	£1,815,386	£1,554,378
Sheep and lambs:			
Argentine Republic	200,267		
United States	36,370	125,846	148,728
<i>Articles of food and drink.</i>			
Wheat:			
Argentine Republic	1,020,581	885,491	246,034
Chile			13,734
United States	1,999,504	3,247,839	2,848,383
Wheat flour:			
United States	1,743,601	2,299,033	1,752,544
Barley:			
United States	594,127	342,098	340,825
Oats:			
United States	315,192	339,210	10,418
Maize:			
Argentine Republic	425,590	64,800	351,507
United States	2,036,428	2,916,006	214,230
Beef, fresh:			
United States	1,378,093	1,549,721	1,315,381
Mutton, fresh:			
Argentine Republic	380,472	521,502	458,028
Pork, fresh:			
United States	138,408	250,344	281,702
Bacon:			
United States	1,712,532	2,428,289	2,155,975
Beef, salted:			
United States	60,877	57,103	51,394
Coffee:			
Brazil	18,865	26,465	140,362
Central America	267,360	363,946	191,760
Sugar, unrefined:			
Argentine Republic	386	96,383	174,151
Brazil	4,642	37,961	47,801
Peru	74,557	14,464	16,212
Tobacco, unmanufactured:			
United States	498,957	499,067	462,708
Tobacco, manufactured:			
United States	330,954	319,317	349,574
<i>Metals.</i>			
Copper:			
Chile	141,308	77,368	48,518
United States	4,379	5,351	5,445
Regulus and precipitate:			
Chile	33,886	51,777	75,855
Peru	48,305	68,110	29,829
United States	76,026	102,314	181,862
Wrought and unwrought:			
Chile	220,614	301,114	234,306
United States	661,732	372,140	1,067,765
Iron, pig:			
United States	49,904	88,115	22,076
Steel, unwrought:			
United States	14,169	223,286	8,849

Articles and countries.	Value, three months ending March 31—		
	1900.	1901.	1902.
<i>Metals—Continued.</i>			
Lead, pig and sheet:			
United States.....	£147,152	£220,079	£150,991
<i>Oils.</i>			
Petroleum:			
United States.....	694,822	727,230	820,555
Lubricating oil:			
United States.....	234,105	199,567	78,988
<i>Raw materials for textile manufacture.</i>			
Cotton, raw:			
Brazil.....	188,107	83,954	340,263
United States.....	7,807,111	10,199,527	11,654,278
Wool, sheep or lambs':			
South America.....	531,073	525,795	535,479
Alpaca, vicuña and llama:			
Peru.....	55,611	49,579	62,753
<i>Raw materials for sundry industries.</i>			
Hides, wet:			
Argentine Republic and Uruguay.....	7,481	14,623	19,225
Brazil.....			30
Tallow and stearine:			
Argentine Republic.....	67,913	65,346	121,581
United States.....	187,304	166,270	69,666
<i>Manufactured articles.</i>			
Rails, steel:			
United States.....	6,933	50,217	30,537
Tires and axles:			
United States.....	242,942	191,120	95,427
Jute manufactures:			
United States.....	788,677	786,250	806,686
Paper:			
United States.....	10,203	11,137	91,955
<i>Miscellaneous articles.</i>			
Horses:			
United States.....	307,075	214,540	123,331
Flax or linseed:			
Argentine Republic.....	391,259	834,426	773,365
United States.....	2,755	7,000	128,448

The classification of exports is as follows:

Articles and countries.	Value, three months ending March 31—		
	1900.	1901.	1902.
<i>Articles of food and drink.</i>			
Aerated waters:			
United States.....	£68,774	£59,106	£53,648
Salt, rock and white:			
United States.....	28,430	22,859	24,777
Spirits:			
United States.....	59,300	58,415	69,000
<i>Raw materials.</i>			
Coal, coke, etc.:			
Brazil.....	174,579	201,409	205,151
Wool, sheep and lambs':			
United States.....	205,144	89,567	134,579
<i>Articles manufactured wholly or in part.</i>			
Cotton manufactures, all classes:			
Argentine Republic.....	298,458	207,520	228,000
Brazil.....	208,221	191,326	277,779
Central America.....	94,902	110,118	69,000
Chile.....	249,595	183,756	141,311
Colombia.....	28,756	110,338	91,000
Mexico.....	113,043	66,105	78,000
Peru.....	74,048	112,594	98,211
United States.....	655,802	470,712	745,689
Uruguay.....	85,826	53,777	52,000
Venezuela.....	16,656	100,505	52,400

Articles and countries.

Value, three months ending March 31—

1900. 1901. 1902.

Articles manufactured wholly or in part—Continued.

Jute yarn:			
Brazil	419,871	477,353	486,781
United States.....	2,047	4,018	2,046
Jute manufactures:			
Argentine Republic.....	63,282	48,580	22,604
Brazil	1,026	1,539	2,434
United States.....	232,914	271,824	269,015
Linen yarn:			
United States.....	13,327	6,123	14,797
Linen piece goods:			
Argentine Republic.....	7,284	7,620	20,348
Brazil	9,285	7,663	9,604
Colombia.....	2,448	18,941	2,271
Mexico.....	9,283	6,964	12,954
United States.....	639,396	552,917	656,548
Woolen tissues:			
Argentine Republic.....	51,697	45,165	33,943
Brazil	44,878	15,512	22,235
Chile	46,786	40,919	37,025
Peru.....	16,105	32,624	16,965
United States.....	162,675	111,389	117,316
Uruguay.....	18,489	16,691	10,067
Worsted tissues:			
Argentine Republic.....	88,867	40,907	38,512
Brazil	18,326	20,649	29,408
Chile	48,302	28,524	43,148
United States.....	286,895	172,190	258,500
Uruguay.....	34,739	18,863	16,771
Carpets:			
Argentine Republic.....	31,151	20,488	24,506
Chile	14,679	10,823	9,314
United States.....	15,801	9,473	18,299
<i>Metals and articles manufactured therefrom</i>			
Cutlery:			
Argentine Republic.....	4,146	3,847	2,711
Brazil	7,141	7,014	6,928
Chile	3,073	3,934	3,386
United States.....	21,177	21,521	17,892
Hardware, unenumerated:			
Argentine Republic.....	7,284	7,214	5,967
Brazil	6,453	5,974	6,331
Chile	3,517	6,201	5,970
United States.....	8,864	9,349	13,626
Iron, pig:			
United States.....	117,897	35,546	103,995
Iron, bar, angle, bolt, and rod:			
Argentine Republic.....	25,989	11,118	7,215
Brazil	7,187	6,117	7,805
Chile	40,908	8,422	6,438
United States.....	14,823	34,751	21,980
Uruguay.....	6,955	1,243	3,566
Railroad iron:			
Argentine Republic.....	58,472	148,181	180,270
Brazil	34,724	17,478	37,548
Chile	2,338	1,838	2,118
Mexico.....	51,061	18,364	22,772
Peru.....	135	20	1,807
United States.....	268	28	
Uruguay.....	8,970	42,608	
Wire of iron or steel:			
Argentine Republic.....	13,564	15,668	17,504
Brazil	3,639	4,518	2,303
United States.....	10,379	18,080	23,099
Galvanized sheets:			
Argentine Republic.....	153,431	100,903	27,659
Brazil	11,063	5,658	11,202
Central America.....	4,896	6,808	6,119
Chile	34,291	22,251	7,254
Mexico.....	28,612	16,058	18,113
Uruguay.....	10,558	11,054	12,306
Tin plates and sheets:			
Argentine Republic.....	17,704	15,192	20,074
Brazil	13,369	12,916	18,562
United States.....	214,227	135,490	276,726
Wrought and cast iron:			
Argentine Republic.....	47,403	78,764	57,628
Brazil	41,418	27,606	35,733
Chile	28,131	21,021	33,361
Peru.....	7,465	9,125	8,513
United States.....	12,728	9,876	14,790

Articles and countries.	Value, three months ending March 31—		
	1900.	1901.	1902.
<i>Machinery and mill work.</i>			
Locomotives:			
South America	677,768	682,170	635,749
United States	270	308	6,370
Agricultural machinery (engines):			
South America	1,997	7,009	3,522
United States	360		17
Machinery, various:			
South America	27,671	28,642	31,988
United States	3,487	5,263	502
Agricultural implements:			
South America	19,047	11,447	11,451
United States	5,625	310	
Sewing machines:			
South America	4,300	11,098	7,142
Mining machinery:			
South America	12,898	9,259	8,048
United States	140	72	215
Textile machinery:			
South America	97,530	14,463	45,574
United States	181,218	164,165	113,168
<i>Miscellaneous.</i>			
Cement:			
Argentine Republic	7,663	11,119	6,979
Brazil	6,060	2,030	3,062
United States	24,738	1,124	1,498
Earthen and china ware:			
Argentine Republic	15,287	14,009	9,006
Brazil	14,520	15,944	16,685
United States	154,070	122,794	114,015
Seed oil:			
Brazil	11,452	14,051	18,319

SPAIN AND SPANISH AMERICA.

A dispatch to the "London Times" dated Madrid, March 11, 1902, states that the Minister of Foreign Affairs announced that on the date mentioned, the Spanish Government, profiting by the presence in Mexico of delegates from all the countries of Spanish America, gave instructions to its representative in that capital to arrange for the conclusion of treaties of arbitration between Spain and the countries in question. In obedience to these instructions, the Marquis DE PRAT, Spanish Minister in Mexico, has signed conventions with the Argentine Republic, Bolivia, Colombia, Guatemala, Mexico, Paraguay, Salvador, Santo Domingo, and Uruguay.

By these conventions it is agreed that all differences which may arise between Spain and those countries shall be submitted to arbitration, and that the arbitrator shall be either the chief of a Spanish American State or a tribunal composed of Spaniards and Spanish Americans, "in order to give greater emphasis (dar mayor relieve) to all solidarity of interests which exists between all branches of the Spanish race." Only in cases of failure to agree upon such an arbitrator are questions to be submitted to The Hague.

The Minister adds that similar conventions will shortly be arranged with Costa Rica, Honduras, Peru, and Venezuela.

ARGENTINE REPUBLIC.

TARIFF CHANGES.

According to the Budget Law No. 4069 for the year 1902, as published in the "Boletín Oficial" of January 31, 1902, the following changes are effected in the customs duties of the Republic:

ART. 5. Such goods and products as are dutiable under the customs law, on importation into the Republic, and pay a rate of 10 per cent or upward, shall, in addition, be subject to a surcharge of 2 per cent *ad valorem*.

ART. 7. Over and above the additional charge of 2 per cent referred to in foregoing Article 5, all goods and products liable to import duty, according to the customs law, shall be chargeable with a surtax of 5 per cent.

ART. 12. Payments to be made in gold and referred to in Article 2 shall be actually effected in gold, or in money of legal tender at the current rate of the day; all contrary provisions are repealed.

Supplementary to the above articles the following decree of January 30, 1902, was issued relating to the execution of Articles 7 and 12.

ART. 1. The 5 per cent surtax shall be payable on and after February 1, proximo.

ART. 2. The rate for payment, in money of legal tender, of duties payable in gold shall be 235 per cent from the 1st of February, proximo, and until otherwise ordered by the Minister of Finance.

The "Boletín Oficial" for February 1, 1902, contains the text of a Presidential decree fixing the import duty on jute and aloë-fiber yarns for weaving at 5 per cent *ad valorem*.

COMMERCE WITH THE UNITED STATES IN 1901.

The Consul-General of the Argentine Republic at New York has compiled a detailed statement showing the trade between the United States and the Argentine Republic in 1901. These statistics show that during the year referred to 70 steamships and 192 sailing vessels, of a total carrying capacity of 129,060 and 172,238 tons, respectively, loaded with American merchandise, cleared from United States ports bound for Buenos Ayres and other maritime cities of the Argentine Republic.

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The following table shows the movement of these vessels in detail:

Ports.	Steamships.		Sailing vessels.	
	Num-ber.	Tonnage.	Num-ber.	Tonnage.
New York.....	54	106,569	21	15,642
Apalachicola.....			6	3,722
Baltimore.....	2	3,801	1	686
Boston.....			21	19,209
Brunswick.....	1	1,395	4	2,362
Mobile.....	3	3,604	36	32,554
Norfolk.....	1	5,337		
Pascagoula.....	4	5,636	43	39,256
Pensacola.....			42	43,345
Philadelphia.....	2	2,456	2	2,157
Portland.....			10	7,182
Savannah.....			6	6,269
Total.....	70	129,060	192	172,238

The increase in the exports from the United States to the Argentine Republic since 1893 is shown by the following table:

Years.	Number of vessels.	Tonnage.	Years.	Number of vessels.	Tonnage.
1893.....	188	150,524	1898.....	244	237,672
1894.....	191	176,956	1899.....	258	280,881
1895.....	179	181,582	1900.....	249	242,988
1896.....	235	213,078	1901.....	262	301,298
1897.....	190	184,155			

The exports from the Argentine Republic to the United States in 1901 were carried in 22 steamships and 60 sailing vessels, of a capacity of 40,010 and 40,223 tons, respectively. The annexed table indicates the movement of these vessels in detail:

Vessels proceeding from the Argentine Republic.

Destination.	Steamships.		Sailing vessels.	
	Num-ber.	Tonnage.	Num-ber.	Tonnage.
Boston.....	1	1,600	25	17,197
New York.....	20	36,548	26	16,386
Philadelphia.....	1	1,862	9	6,041
Total.....	22	40,010	60	40,223

A comparison of the tonnage composing this commerce, from 1893 to 1901, gives the following result:

Years.	Number of vessels.	Tonnage.	Years.	Number of vessels.	Tonnage.
1893.....	72	53,002	1898.....	70	59,572
1894.....	77	74,230	1899.....	64	58,879
1895.....	108	95,483	1900.....	75	57,972
1896.....	68	54,986	1901.....	82	80,233
1897.....	65	88,280			

A recapitulation of the foregoing data shows that during the year 1901, 262 vessels, of a carrying capacity of 301,290 tons, cleared from United States ports destined to Argentine ports, while 82 vessels, of a total carrying capacity of 80,233 tons, entered United States ports pro-

ceeding from the Argentine Republic; that is to say, the total commerce between the two nations during the period mentioned consisted of 381,531 tons, the movement of which required the use of 344 vessels. The following table shows the commerce between the two countries, from 1893 to 1901, inclusive:

Year.	Number of vessels.	Tonnage.	Year.	Number of vessels.	Tonnage.
1893.....	311	212,048	1898.....	314	297,214
1894.....	268	251,276	1899.....	322	339,760
1895.....	287	276,565	1900.....	324	310,960
1896.....	303	268,064	1901.....	344	381,531
1897.....	275	272,435			

The total value of the exports from the United States to the Argentine Republic in 1901 rose to \$13,174,140. The following table shows the ports from which these exports were made and the destination and value of same:

Port.	Destination.	Value.	Port.	Destination.	Value.
Apalachicola.....	Buenos Ayres.....	\$16,293	Norfolk.....	Buenos Ayres.....	\$19,382
	Rosario.....	4,712		La Plata.....	7,029
Baltimore.....	Buenos Ayres.....	19,027	Paseagoula.....	Buenos Ayres.....	245,181
	La Plata.....	11,687		Rosario.....	100,251
Boston.....	Ensenada.....	467,129	Pensacola.....	Bahia Blanca.....	49,709
	Buenos Ayres.....	382,608		Buenos Ayres.....	335,687
Brunswick.....	Rosario.....	112,528	Philadelphia.....	Rosario.....	30,775
	Buenos Ayres.....	29,490		Buenos Ayres.....	43,812
Mobile.....	Rosario.....	6,971	Portland.....	do.....	43,974
	Bahia Blanca.....	17,500		Rosario.....	21,039
New York.....	Buenos Ayres.....	222,682	Savannah.....	Bahia Blanca.....	38,609
	Rosario.....	99,732		Buenos Ayres.....	91,511
	Rosario.....	9,111,620	Total.....		13,174,140
	Ensenada.....	1,603,867			
		6,223			

A comparison of the exports from the United States to the Argentine Republic from 1896 to 1901, inclusive, gives the following result:

1896.....	\$8,361,195	1899.....	\$12,378,866
1897.....	5,942,912	1900.....	14,852,813
1898.....	8,066,573	1901.....	13,174,140

The exports from the Argentine Republic to the United States in 1901 amounted to \$9,950,862, and were made up of the following products:

Articles.	Quantity.	Value.	Destination.
Wool:			
First class.....	pounds.. 1,532,358	\$151,810	New York.
Do.....	do.. 13,633,118	1,267,636	Boston.
Second class.....	do.. 274,686	26,370	New York.
Third class.....	do.. 1,037,658	78,251	Do.
Do.....	do.. 8,687,098	554,826	Boston.
Oxhides and calfskins.....	do.. 768,926	2,929,261	New York.
Do.....	do.. 408,360	1,569,367	Boston.
Sundry hides.....	pounds.. 167,234	39,467	New York.
Goatskins.....	packages.. 2,251	734,795	Do.
Do.....	do.. 320	109,143	Boston.
Sundry goatskins.....	do.. 896	72,082	New York.
Hops.....	pounds.. 463	52,893	Do.
Do.....	do.. 290,490	75,319	Boston.
Gum.....	packages.. 7,851	2,826	New York.

Articles.	Quantity.	Value.	Destination.
Glue.....packages.....	31	\$690	Boston.
Leather waste.....do.....		41,314	New York.
Bones and horns.....tons.....	4,545	64,391	Do.
Bones.....do.....	6,901	76,162	Philadelphia.
Horns.....sacks.....	70	581	Boston.
Feathers and down.....do.....		32,876	New York.
Flax.....packages.....	1,218,172	1,557,263	Do.
Do.....do.....	151,309	204,805	Philadelphia.
Chemical products.....do.....	27,250	164,871	New York.
Dyewoods.....bundles and pieces.....	28,640	40,516	Do.
Ores.....packages.....	302	3,055	Do.
Tripe.....barrels.....	831	89,431	Do.
Hides and skins.....packages.....	2,689	7,530	Do.
Cane sugar.....pounds.....	68,373	1,322	Do.
Books.....do.....		296	Do.
Orange peel.....packages.....	15	65	Do.
Sundry articles.....do.....		3,645	Do.
Total.....		9,950,862	

The following table gives the value of the exports from the Argentine Republic to the United States from 1894 to 1901, inclusive:

1894.....	\$4,170,986	1898.....	\$5,723,969
1895.....	11,206,865	1899.....	6,164,961
1896.....	7,072,825	1900.....	8,441,495
1897.....	14,759,730	1901.....	9,950,862

STATISTICS OF IMMIGRATION AND POPULATION, 1901.

As stated in the MONTHLY BULLETIN for March, 1902, the number of immigrants arriving in the Argentine Republic in 1901 was 125,951. The Director of the Department of Immigration of the Republic has issued some additional information in advance of his annual report which states that the greatest number of the arrivals were landed during the months of October, November, and December. The nationalities represented were as follows: Italians, 58,314; Spaniards, 18,066; French, 21,788; Austrians, 2,742; Syrians, 2,159; Russians (mostly Poles), 2,086. The number for other nationalities in no case exceeded 1,000, Great Britain being represented by 439 and North America by 151.

The adult males numbered 56,811 and the adult females 18,672. Unmarried-immigrants numbered 59,110 and widowed, 1,317. There were 1,485 children less than 1 year old, 8,161 between 1 and 7 years of age, 4,988 between 8 and 12, and 11,738 between 13 and 20. Of the adults 30,793 were between the ages of 20 and 30 and 974 were above the age of 60 years.

The agricultural laborers numbered 33,992; day laborers, 12,021; domestic servants, 4,932; shopkeepers and assistants, 4,685; dress-makers, 3,727; laundresses, 1,536; office clerks, 1,422; cooks, 1,403; shoemakers, 1,056; carpenters, 948; stone masons and bricklayers, 910; weavers, 890; milliners, 725; tailors, 697; blacksmiths, 535; bakers, 386, and barbers, 242.

The immigrants for whom employment was furnished by the Immigration Department and who were sent at public expense to their respective destinations numbered 42,747. They were settled in the following Provinces: In Buenos Ayres, 12,982; Santa Fé, 12,628; Mendoza, 4,160; Córdoba, 4,002; Tucumán, 1,576; Entre Ríos, 1,151; the Federal capital, 2,739, and Misiones (Territory), 1,738, the remainder being scattered among other Provinces and Territories.

According to the report above quoted the total population of the Republic on December 31, 1901, was estimated at 4,794,149. The city of Buenos Ayres was credited with 821,291 inhabitants and the several Provinces were estimated as follows: Buenos Ayres, 1,140,067; Santa Fé, 523,236; Córdoba, 419,072; Entre Ríos, 343,684; Corrientes, 277,041; Tucumán, 249,433; Santiago, 180,612; Mendoza, 141,431; Salta, 131,938; Catamarca, 99,827; San Juan, 94,911; San Luis, 91,403; Rioja, 77,783; Jujuy, 54,405.

OPENING OF PORTS TO LIVE STOCK.

United States Minister LORD, on February 21, 1902, transmitted from Buenos Ayres to his home Government, a copy of a note relative to the importation of United States live stock into the Argentine Republic. A decree, issued on February 17, 1902, it is stated, rescinds the prohibition of the importation of live stock from Great Britain or from countries which have their ports open to importations from the United Kingdom. The United States is included among the countries to which the decree in question refers. As the ports of Great Britain have also been reopened to Argentine stock, full commercial intercourse is reestablished between the various countries interested.

Owing to the restrictions placed on exports of Argentine live cattle during 1901, there was an enormous increase during the year in the number of heads slaughtered in the River Plate districts. A total of 278,800 is reported, as against 150,000 in 1900 and 117,300 in 1899. The Province of Buenos Ayres, which experienced the heaviest increase, exported 73,300 head in 1901, as compared with 39,000 in 1900 and 19,500 in 1899.

WOOL SHIPMENTS, FEBRUARY, 1902.

The shipments of wool from the River Plate ports during February, 1902, destined for United States ports were as follows: From Buenos Ayres 3,705 bales were shipped to Boston, 719 bales to New York, and 203 bales to Philadelphia. From Rosario 2,044 bales were shipped to Boston and 160 bales to New York. Only 5 bales were shipped from Montevideo during the month, destined for New York. The total shipments of South American wools to the United States for the month aggregated 6,836 bales.

RAILWAY COMMUNICATION WITH BOLIVIA.

The Commission of engineers sent by the National Government to report on the respective merits of the rival routes via Humahuaca and Via del Toro for the construction of an Argentine-Bolivian railway line have reported in favor of the Humahuaca route. The principal objection to this course lay in the difficulties of the Volcan region, but the Commission has urged the Government to overcome these obstacles by piercing the Volcan and building a tunnel.

The question of traction is yet undecided, but the chief engineer is of the opinion that electricity might easily be employed, the power to be obtained from the Humahuaco River, which, consisting of a chain of waterfalls, could furnish 10,000 horsepower at each cataract.

ARGENTINE PRODUCTS IN SOUTH AFRICA.

The Argentine Consul at Cape Town reports that as regards a market in South Africa for Argentine produce the prospects are very bright, especially in the matter of frozen meats. Other articles which promise well are Argentine horses, steers, wethers, and grains, including maize. He also referred to the necessity of chartering entire vessels, which is an incident to overcome at present; but it is already being minimized by arrangements between grain and cattle shippers to charter boats conjointly. He states that the journey back from South Africa, which is practically a lost one, as South Africa can send nothing which the Argentine Republic does not export herself, is a matter of larger cost for the consumer and does not materially affect the volume of business. The Argentine Republic can, in the opinion of the Consul, supply the needs of South Africa more cheaply and quite as efficiently as Australia can, consequently the business between the two countries will be of large proportions for many years to come.

MISCELLANEOUS NOTES.

It is the purpose of the Argentine Government to establish near the capital or principal city of each province a practical school for the instruction of laborers in rural industries and forestry. For the accomplishment of this design the Ministry of Agriculture has addressed a circular letter to the governor of each province requesting a cession to the National Argentine Government of a tract of land not less than 100 hectares in area by the provincial authorities.

The Argentine Consul-General in Belgium has suggested to the Ministry of Agriculture that Argentine horses might be introduced into Belgium to the mutual advantage of both countries. During 1901 35,592 horses were imported by Belgium, and as there is a public market for the sale of horseflesh, 16,000 of these animals were slaughtered in the *saladeros*. Belgium collects an import tax on bullocks, but horses are admitted free of duty.

A record shipment of butter was made in March by the *Unión Argentina Limitada*, when 9,500 cases, being the largest consignment at one time from the Plate district, was forwarded to London. During the month of February the *Unión* produced 294½ tons of butter and 7,654,000 liters of milk.

The import duty on Brazilian coffees introduced into the Argentine Republic has been reduced from 20 to 12 centavos, a reduction of 40 per cent.

BOLIVIA.

COMMERCE DURING THE FIRST HALF OF 1901.

THE BULLETIN of the National Bureau of Immigration and Statistics ("*Boletín de la Oficina Nacional de Inmigración, Estadística y Propaganda Geográfica*") for the month of February, 1902, publishes some interesting data relating to the imports and exports of the Republic during the first six months of 1901. The imports corresponding to the period in question consisted of 22,714,351 kilograms of merchandise, invoiced at 7,167,472.84 bolivianos (\$2,960,166.28), while the exports rose to 53,614,446 kilograms, valued at 18,037,644.04 bolivianos (\$7,449,546.99), or an excess of exports over imports of \$4,489,380.71 during the six months referred to. The total of the imports and exports for the first six months of 1901 amounted to 76,328,797 kilograms of merchandise, valued at 25,205,116.88 bolivianos (\$10,409,713.27). The following table shows the imports and exports by countries:

Countries.	Imports.		Exports.		Grand total.	
	Quantity.	Value.	Quantity.	Value.	Quantity.	Value.
	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>
Argentine Republic	93,831	323,285.22	191,593	137,320.55	285,444	466,615.77
Belgium	592,533	532,124.25			592,533	532,124.25
Brazil	286,525	65,279.31	1,919,703	5,328,685.20	2,206,228	5,393,964.51
Chile	10,718,563	755,217.23	2,844,843	815,030.94	13,563,406	1,570,248.17
Colombia			300	255.00	300	255.00
Cuba	1,568	1,877.30			1,568	1,877.30
Ecuador	7,245	3,402.90			7,245	3,402.90
England	2,406,221	1,070,738.75	13,622,808	3,955,573.05	16,029,029	5,026,311.80
France	878,997	667,806.09	13,947,056	3,705,572.10	14,826,053	4,373,378.19
Germany	2,357,863	1,554,427.86	8,677,380	1,376,873.02	11,034,243	2,931,300.88
India	16,447	1,850.60			16,447	1,850.60
Italy	396,286	291,492.37	41,035	25,465.27	437,321	316,957.64
Paraguay	17,903	6,065.90			17,903	5,065.90
Peru	2,385,199	657,337.41	810,202	262,149.13	3,195,401	919,486.54
Portugal	4,651	1,789.00			4,651	1,789.00
Spain	237,121	181,971.72			237,121	181,971.72
Switzerland	96	16.20			96	16.20
United States	1,505,965	627,202.28			1,916,443	1,030,390.83
Uruguay	26,318	9,032.64	56,550	600.00	82,698	9,632.64
Venezuela			610	558.00	610	558.00
Littoral			8,782,323	1,142,048.89	8,782,323	1,142,048.89
Unknown	780,999	391,545.80	2,309,765	882,328.34	3,090,764	1,273,874.14
Total	22,714,351	7,167,472.84	53,614,446	18,037,644.04	76,328,797	25,205,116.88

A general classification of the imports indicates that they consisted of:

Articles.	Quantity.		Values.
	Kilos.	Bolivianos.	
Merchandise.....	20,035,529	5,970,836.00	
Beverages.....	2,460,710	751,457.49	
Drugs.....	133,995	139,054.12	
Sundries.....	83,117	4,230.33	
Live stock.....		301,835.00	
Total.....	22,714,351	7,167,472.94	

A résumé of the exports shows them to have been composed of the following products in the order of their importance:

	Bolivianos.
Mineral products.....	11,556,593.52
Agricultural products.....	6,073,309.14
Manufactures and manufactured products.....	222,965.35
Stock and stock products.....	154,736.70
Sundry products.....	30,039.03
Total.....	18,037,644.03

A further analysis of these products indicates that their origin was as follows:

	Bolivianos.
National Territory of Colonias.....	5,303,703.27
Department of Potosi.....	5,489,708.02
Department of Oruro.....	5,230,720.84
Department of La Paz.....	1,724,955.94
Department of Chuquisaca.....	112,324.10
Department of Cochabamba.....	77,083.63
Department of Santa Cruz.....	87,544.80
Department of Tarija.....	11,603.44
Total.....	18,037,644.04

The exports during the six months in question consisted of the following products:

Articles.	Values.	Articles.	Values.
	<i>Bolivianos.</i>		<i>Bolivianos.</i>
Silver.....	6,419,868.06	Toothpicks.....	1,385.00
Tin.....	3,998,063.10	Cacao.....	645.00
Copper.....	650,103.30	Corn.....	499.60
Bismuth.....	441,214.95	Muku.....	287.00
Hayesin.....	13,325.00	Potato flour.....	123.60
Lead.....	12,457.71	Origan.....	102.00
Gold.....	11,480.00	Matico.....	68.50
Sundry other minerals.....	6,500.00	Capsicum.....	28.00
Antimony.....	3,025.80	Incense.....	28.00
Crockery.....	270.00	Arabic gum.....	20.00
Tungsten.....	207.00	Quinos.....	18.00
Cobalt.....	108.90	Peanuts.....	16.00
Crude rubber.....	5,802,269.45	Silver bullion.....	171,992.60
Coca.....	136,478.30	Vicuña shawls.....	17,683.00
Peruvian bark.....	67,574.04	Sole leather.....	4,971.40
Coffee.....	58,982.19	Woolen stockings.....	4,046.00
Tobacco.....	2,883.02	Wines and liquors.....	3,599.40
Corn meal.....	1,902.41	Manufactured iron.....	3,107.00

Articles.	Values.	Articles.	Values.
	<i>Bolivianos.</i>		<i>Bolivianos.</i>
Lasses and riatas	2,927.00	Hides	67,892.30
Sundry woven fabrics	2,879.60	Cattle	28,176.00
Ready-made clothing	2,072.70	Goatskins	22,007.60
Saddlery	1,854.00	Chinchilla fur	20,340.00
Boots and shoes	1,584.40	Wool	10,073.80
Chocolate	1,382.80	Alpaca wool	3,885.00
Cheeses	1,153.50	Sheep	1,406.00
Cigarettes	1,041.00	Vesnia wool	206.00
Hats	806.50	Tiger skins	72.00
Iron fittings	448.00	Vicuña skins	64.00
Sheepskins	361.20	Alpaca skins	20.00
Confectionery	320.00	Gold bullion	20,228.57
Manufactured copper	232.00	Coto	3,780.00
Hijares	186.00	Furniture and baggage	2,934.00
Soap	132.00	Sundries	1,394.46
Perfumed soap	90.65	European merchandise	1,336.00
Shawls	58.20	Walnut	366.00
Brooms	36.00		

BRAZIL.

CUSTOMS REVENUES, 1901.

The following table shows the value of the customs revenue of Brazil in the year 1901, compared with the preceding year, as published in the Brazilian Review of February 25, 1902:

[Value in contos of reis.]

	1900.	1901.
Import duties collected in gold	22,878	34,256
Maritime dues	408	412
Total collected in gold	23,286	34,668
Equivalent at average exchange in currency	71,894	83,824
Import duties collected in currency	137,081	111,848
Maritime dues	16	9
Total	208,991	195,682
Surcharges	162	161
Inland revenue	7,217	7,713
Excise or consumption dues	14,363	12,066
Extraordinary	837	776
Total	231,573	216,400
Deposits	3,429	3,686
Grand total in currency	235,002	220,086

COMMERCE AND FINANCES OF RIO GRANDE DO SUL.

An interesting report dealing with the commercial and financial conditions prevailing throughout the State of Rio Grande do Sul was forwarded to the Department of State of the United States under date of February 25, 1902, by Consul-General SEEGER at Rio de Janeiro. The report, from which the following data was obtained, was prepared at the request of the Consul-General by a prominent citizen of Rio Grande do Sul, and contains information of interest to financiers and merchants doing business in Brazil.

With an extent of 236,553 kilometers and a population of 1,200,000 inhabitants, the State of Rio Grande do Sul is adapted to the most diversified agricultural production, cattle raising, dairy farming, etc. These industries are, however, hampered by the scarcity of labor and the lack of necessary capital. The State government is anxious to facilitate the investment of foreign capital, which would find advantageous employment in the exploitation of tramways and other electric installations, railroads, banks, seaports, bridges, etc. Notwithstanding the drawbacks noted, the value of merchandise exported from the State during the five years 1896-1900 amounted to more than 53,000,000\$000 (\$28,620,000) annually. The most important articles of export are ox and cow hides, dry and salted; beef, salt and dried; manioc meal, lard, beans, tobacco, wool, tallow, hair, and leather. Other articles of exportation are sugar-cane brandy, canary seed, oils, potatoes, pork and sausages, onions, wax, eggs, tongues, Paraguay tea, vegetables of various kinds, salted fish, wine, cigars, maize, conserved meats, hats, oranges, bone ash, and lumber.

The railways of the State are: Porto Alegre-Novo Hamburgo, with an extent of 43 kilometers, in operation since 1876; Porto Alegre-Uruguayana, total extent 912 kilometers, of which 627 kilometers are in operation and the remainder under construction; Santa Maria-Uruguay, projected under concession to a Belgian syndicate and which is to run from the Santa Maria River to the Uruguay, an extent of 355 kilometers being already in operation; Rio Grande-Bage, with an extent of 283 kilometers, in operation since December, 1884; and Quarahy-Itaquy (part of the Brazilian Great Southern), with an extent of 175 kilometers, in operation since 1887. The coal-mining interests of São Jeronymo also operate a railway for the delivery of their product. The tramways of the State are operated with lucrative results, and are advancing steadily in extent and equipment.

Many improvements were made by the State government in the year 1900 (which is the year statistically considered in the report mentioned), and at the end of the year there still remained a balance of 1,268,271\$340 (\$684,467) in the treasury. The total expenses during the period amounted to 1,335,938\$588 (\$721,407) the principal item being for public instruction. During the year a total of 343 vessels entered the ports of the State, with a tonnage of 215,072, while the number cleared was 337, with a total tonnage of 215,251.

The State abounds in fine cabinet and construction woods, while medicinal plants exist in great variety. Mines of nickel and copper ore have been discovered recently in various parts of the State, and Belgian capitalists have formed syndicates for their extended exploitation. The coal mined, though of a grade inferior to anthracite and Cardiff coals, is steadily increasing in value and consumption. The company operating the mines of São Jeronymo has recently received

from the United States a number of diamond drills and intends to operate to a depth of 500 meters, where it is hoped to find coal of the first quality. The present depth of operations is but 87 meters.

MINERAL RESOURCES OF THE STATE OF MINAS.

An article written by COSTA SENNA, a mining engineer of Brazil, and published in the "Minas Geraes" contains the following information concerning the mineral wealth of the State of Minas:

"While examining, three or four years ago, gravel taken from the rivers of the municipal district of Montes Charos, I found many cubes of a mineral in which I recognized galena. Recently I received from this same district some splendid specimens of lead ore, rich in silver. The largest specimen weighed 1,500 grams, consisting of pure galena without traces of gangue. An analysis of this sample, made at the Mining School of Ouro Preto, showed a yield of 35 grams of lead per 100 grams of ore—silver per 100 kilos of lead, 49 grams. These results show the necessity of ascertaining the importance of the deposit, which probably is not the only one in that vast region. Thus, in addition to the large auriferous deposits of the municipal district of Minas Novas, the diamond beds of Grão Mogol, the tin and phosphatic lime deposits in the municipal district of Salimas, and the graphitic bed near S. Pedro do Jequitinhonha, another mineral has been found in this section which, as soon as it is traversed by railways, will become one of the richest and most important of the State of Minas Geraes."

CULTIVATION OF CACAO.

The Commercial and Financial Review ("Revista Commercial e Financeira") publishes an article in which attention is called to the opportunities offered in Brazil for the cultivation of cacao. The article states that this culture is one of the most remunerative in Brazil, at the present time. The conditions of soil and climate in the State of Bahia are especially favorable to the industry. There are already extensive cacao plantations in this State, the most flourishing of which are in the vicinity of Ilhéos, Cannavieiras, and Belmonte. The exports of cacao from Brazil from January to August, 1901, were as follows:

States.	Quantity.	Value.
	<i>Kilos.</i>	<i>Milreis.*</i>
Bahia.....	7,099,783	8,636,698
Pará.....	1,974,765	2,574,098
Amazonas.....	129,534	155,065
Pernambuco.....	19,119	19,569
Ceará.....	369	336
Total.....	9,223,570	11,355,766

*The value of the milreis in United States gold is \$0.546.

MISCELLANEOUS NOTES.

A recent issue of the "A Provincia do Pará" states that Lieut. Commander AUGUSTO FRUCTUOSO MONTEIRO, of the Brazilian navy, sailed from the port of Belém on the 30th of March ultimo, for the Amapá region, for the purpose of making soundings in the Oyapoc River. He will endeavor to find a channel which will permit the free navigation of that river. He will also determine the exact geographical position of Cape Orange and select a site near the mouth of the Oyapoc for the establishment of a future seaport town.

The contract for the improvements at the port of Pará has been signed by the Brazilian Government, and includes the building of a wall in the river, somewhat beyond the end of the present piers, parallel with the shore, for about $1\frac{1}{2}$ miles, the space inshore to be occupied by warehouses and all facilities for loading and unloading vessels, wharves, etc. The channel is to be dredged, so as to admit the dockage of the largest vessels. The amount of the contract is about \$4,250,000 and the time limit ten years.

United States Consul-General RICHARD GUENTHER, of Frankfort, reports, April 7, 1902, that the Brazilian Government has recently granted to a German citizen, the exclusive right during ten years, to develop the monazite-sand deposits along the coast of Brazil, and that a company is being organized at Berlin for the purpose of acquiring control of this privilege and for exploiting similar deposits elsewhere.

A new steamship service has been established between Pará and the United States, which will doubtless create competition in freight rates and thus promote trade. The new line is a branch of the Prince Line, and at present consists of four new ships of about 6,000 tons cargo capacity. They will have every modern convenience and will ply regularly between New York, the River Plata, and Brazilian ports, visiting Pará every twenty-one days.

Consular Agent SANFORD, at Manaos, reports that in the first quarter of 1901 the exports of rubber from that port to New York were 24,601 cases, valued at \$6,640,224. In the first quarter of 1902, just ended, there were exported to New York from Manaos only 15,542 cases of rubber, valued at \$3,357,763; the price, as well as the quantity, being much lower.

CHILE.**DEVELOPMENT OF JUAN FERNANDEZ.**

In a report to the State Department at Washington, Consul R. E. MANSFIELD, stationed at Valparaiso, says:

"The island of Juan Fernandez, lying 600 miles west of Valparaiso (made famous by the story of Robinson Crusoe), promises soon to develop industrial interests. The island belongs to Chile, and the

Government is now arranging to make it a part of one of the provinces and establish a local civil government. The island is about 15 miles long and 8 miles in width. There is a good harbor on one side, where large ships can anchor with safety. A large canning factory has been established on Juan Fernandez, and the fishing industries are attracting the attention of capitalists. There are quantities of lobsters, crabs, and excellent food fishes in the waters. The lobsters are large, of excellent flavor, and especially suited for canning. They are easily caught, the supply seems inexhaustible, and the cost of securing them is nominal. There are also large numbers of fur seals on Fernandez and other islands near by, the taking of which might be profitably included in the lobster and fish business. The laws of Chile permit the killing of seals from March 1 to November 1. There is a ready market for the seal skins in this port, whence they are shipped to Europe. There is plenty of fresh water on the island; land can be acquired by settlers without cost; fruit and vegetables grow wild and are easily cultivated, which makes the cost of living comparatively low. The company now engaged in business is enlarging its plant and increasing its output. From investigations I have made I am of the opinion that an American company could engage in this trade with reasonable assurance of securing large profits on the investment."

MISCELLANEOUS NOTES.

The harvest prospects of the Republic for 1901-2 are very favorable, but the actual acreage under wheat culture is reported as smaller than usual. It is therefore anticipated that the importations of this cereal will be somewhat above the normal, though not so great as in 1900, when 20,000 tons of foreign wheat were used in the country.

The "Engineering News" notes that the Chilean Government has approved the plan submitted by the manager of the Southern Railway of Buenos Ayres, Argentine Republic, for connecting the Southern with the Chile-Victoria Railway by way of Las Lajas and Victoria. This will necessitate the construction of a tunnel 500 meters (about 547 yards) in length.

Valuable phosphate beds, whose product is similar to the Chilean article, have been discovered on a little island in the Pacific lying 200 miles west of the Gilbert group and 1,600 miles in a straight line from Brisbane, Queensland. The island is a colonial possession of Great Britain.

The circular of the Permanent Nitrate Committee for April is as follows: Total exports of nitrate of soda to Europe, March, 2,975,300 quintals; loading for Europe, April 1, 1,379,000 quintals. European imports, March, 127,640 tons; European deliveries, March, 190,410 tons. Visible supply, Europe, April 1 (stocks and afloat), 519,370 tons.

The "Bulletin Commercial" of Brussels, in its issue for March 8, 1902, states that an international exhibition of school requisites (furniture, apparatus and scientific instruments, books and other appurtenances) will be held in Santiago in September, 1902, during the holding of the General Congress of Public Learning in that city.

COLOMBIA.

INCREASE IN POSTAGE RATES.

In accordance with decree No. 157, dated January 29, 1902, a new postal tariff, governing the postage on mail matter in Colombia, went into effect on March 1, 1902. The new rates are as follows:

To countries belonging to the Universal Postal Union.—Letters, 20 cents for each 15 grams or fraction thereof. Letters addressed to Ecuador and Venezuela, via Ipsiales or Cúcuta, or any other place that is not a maritime port, 10 cents for each 15 grams or fraction thereof; postal cards, single, 5 cents each; double postal cards, or with answer paid, 10 cents each; printed matter, 4 cents for each 50 grams or fraction thereof (packages that weigh 2,000 grams, or which measure on any of their sides 45 centimeters, or that are not in a condition to be examined without breaking the boxes or cutting the strings, are unmailable); samples, 6 cents for each package weighing from 1 to 50 grams, and in excess of the latter weight, 4 cents for each additional 50 grams or fraction thereof (objects are not mailable which have any commercial value and which weigh more than 350 grams, or that are more than 20 centimeters long and 10 centimeters wide or thick); commercial papers, 12 cents for each package weighing from 1 to 50 grams, and in excess of the latter weight, 4 cents for each 50 grams or fraction thereof; documents containing the proceedings in civil and criminal cases are classified as commercial papers, and packages weighing more than 2,000 grams and whose dimensions exceed 45 centimeters are unmailable; parcels post, including the right to a receipt of deposit, whatever the class, weight, or size, 20 cents for each parcel; for return receipts, 10 cents for each parcel.

To countries not in the Universal Postal Union.—Letters, for each 15 grams or fraction thereof, 50 cents; postal cards are not mailable; printed matter, 10 cents for each 50 grams or fraction thereof; samples, 10 cents for parcels weighing from 1 to 50 grams, and when in excess of the latter weight, 4 cents additional for each 1 to 50 grams (articles that have a commercial value, or that weigh more than 350 grams, or that are more than 20 centimeters long and 10 thick or wide are not mailable); commercial papers, 15 cents for each 1 to 50 grams, and in excess of the latter weight at the rate of 4 cents; proceedings

in civil and criminal cases are classified as commercial papers (packages weighing more than 2,000 grams, or whose dimensions are greater than 45 centimeters, are unmailable); parcels post, including a receipt of deposit, whatever the class, weight, or size, 20 cents for each parcel (no class of correspondence is mailable the postage on which is not entirely paid).

Domestic postage.—Letters, 10 cents for each 15 grams or fraction thereof; postal cards, single, 5 cents; postal cards, double or with answer paid, 10 cents; newspapers, 2 cents for each 50 grams or fraction thereof; other printed matter, not newspapers, 4 cents for each 50 grams or fraction thereof; commercial papers, 10 cents up to 50 grams, and in excess of that weight, 4 cents; samples, 5 cents up to 100 grams, and above that weight, 4 cents; parcels post, 20 cents for each package, whatever may be its weight, contents, or destination; fees for advice of receipt, 10 cents for each object; proceedings in civil cases, 10 cents for each 15 grams or fraction thereof; declared values, 20 cents from \$10 to \$100; railway postal service, 5 cents for each letter, whatever may be its weight, to the respective station; river postal service, 10 cents for each letter, whatever may be its destination, to the ports touched by steamships.

Urban service.—Letters, 5 cents for each 15 grams or fraction thereof; printed matter of all kinds, 2 cents for each 50 grams or fraction thereof.

For the use of post-office boxes, \$15 shall be deposited on receipt of the keys to the box, and a monthly charge of \$1 shall be made thereafter for the use of lock boxes, and 50 cents monthly for the use of boxes without locks. These charges must be paid in advance.

GENERAL TRADE CONDITIONS.

A very excellent and useful report on the trade of Colombia was recently forwarded to the British Government by Vice-Consul DICKSON, the report being specially designed for the guidance of the manufacturers of Great Britain who desired a market for their goods in the Republic. As many of the items concern matters of interest to dealers in the United States, the report is reproduced, as follows:

“For the better class of mantillas, made generally of cashmere, the trade is almost entirely in French hands. Among the poorer classes a mantilla is used made of black mixed cloth. This is invariably ordered from England. Travelers have endeavored to sell good black and woolen cashmeres for mantillas, but rarely with any success. The trade in light woolen shawls has been almost entirely monopolized by Germany. The Paisley article, which found a ready market a few years ago, is now extremely difficult to sell. Paisley shawls are as cheap or cheaper than German shawls, but the coloring and designs are not suited to the Colombian taste. British travelers rarely have a

good collection of shawls. A German traveler makes German shawls a specialty, having whole shawls in his collection, and in some instances as many as 200 distinct makes. British travelers prefer to push cheaper piece goods, which are easier to sell.

For the last two years the high rate of exchange has driven foreign-made shoes out of the market. British shoes were very popular, but British travelers rarely carry samples of shoes, while French and German travelers make a specialty of this. French and German travelers do a fair trade in the shoes of two well-known British makers. The same restriction applies to ready-made clothes, and though the demand for hats has fallen off, there is, nevertheless, a sale for British hats, principally soft and hard felt, silk, and straw hats. There would be a much larger trade if travelers would carry samples.

It would not be profitable for a house to send a traveler to sell machinery. Any machinery required from the United Kingdom is generally bought direct by each separate customer.

Swedish and American wooden, and French, Belgian, and Italian wax matches have the largest sale. British wax matches formerly had a good sale. Umbrellas, pins, needles, and various classes of silk handkerchiefs and neckties enjoy a steady demand. More attention should be given to Sheffield knives and machetes. They have a good reputation both for price and quality. A good trade could also be done in such minor articles as various classes of buttons, leather for saddlery, Dundee jute carpets and Halifax carpets, coffee bags, etc.

The textile trade of Colombia may be divided into two classes—for the hot climates and for the cold climates. The difference in the weights of cloths for these two climates is marked, especially in woolen goods. In white and gray shirtings the difference is not so marked. In printed goods, printed batistes have practically a monopoly. The trade is practically in the hands of Manchester houses, though American prints have certainly done some harm to British trade. There are practically only three lengths needed in Colombia—10 yards, 12 yards, and 30 to 33 yards. I have seen in the office of an English commercial traveler over 100,000 distinct designs of printed goods from Manchester, and each design can be ordered from 20 up to 30 inches wide and the pieces cut into any length the customer needed. He had 60 qualities, each in 5 or 6 distinct finishes. He has never been asked for a quality or style of design that he could not at once offer. The monopoly of white calicoes is in the hands of Manchester manufacturers. There are a few foreign houses which, from patriotic motives, introduce French, German, and Italian white goods, but never with success. I am told by British commercial travelers that it would be impossible to sell white goods if they were not well stiffened and finished.

"In cotton trouserings there has been of recent years a severe competition from Italy, and Italian trouserings are forcing the British article out of the market. Most of the British commercial travelers have sent home samples of these drills, but until lately the matter has not been taken up seriously. The Italian article has got into the market and is likely to remain some time. It is not a question of price, but of designs. Woven shirtings have a good chance and makers ought to devote all their energy to the production of the prettiest designs possible for dressings, as they are cheaper than calico prints. The principal demand is for cheap qualities and now is a splendid chance for makers of zephyrs. They should have the best designs possible consistent with a low quality. Manufacturers ought especially to study very pretty designs in 'split' zephyrs, and as wide as possible—say, 26 to 27 inches. The 'split' zephyrs, running from about 20 to 22 inches, have been a success, but a width of from 26 to 27 inches would in all probability have a still greater sale.

"In cheap union suitings and good woolen suitings Yorkshire goods hold their own. There has always been a fair demand for German and French goods. A large trade is done through Hamburg and Paris, but in British suitings. In linen and jute Belfast and Dundee control the market. These districts now send their own travelers, and outside competition in their productions is almost nil. It is principally a coast business, but it would pay for a house to send a traveler to the interior with only linen and jute samples."

TARIFF CHANGES.

Consul OSCAR MALMROS writes from Colon, under date of March 25, 1902, to the Department of State of the United States, to the effect that by a recent decree the import duties on all merchandise, except alcohol and rum, have been increased 50 per cent over those previously in force. In other words, the *ad valorem* duty has been raised from 20 per cent to 30 per cent.

The import duty on rum and alcohol has been reduced as follows:

	Centavos.
For each liter of alcohol containing up to 42° of the areometer of Cartier	50
For each liter of alcohol of more than 42° of the same areometer	100
For each liter of rum up to 21° of the same areometer	50

The duty is payable in silver coin. The Consul further adds that gold is at present sold for silver at a premium of 150 per cent.

ASPHALT DEPOSITS.

A concession for the exploitation of the asphalt deposits of the Republic of Colombia has recently been obtained by a citizen of the United States, according to a report forwarded to the Department of State by the United States Chargé d'Affaires at Bogota. The conces-

sion carries with it the exclusive right of working the asphalt beds and the right of export as well during a period of ten years. Further privileges are guaranteed, viz: obtaining lands which contain asphalt under condemnation proceedings, the use of public lands, necessary waterway privileges, the right to construct roads and to introduce the necessary machinery, tools, and building materials free of duty, with the proviso that at the expiration of the ten years' period the improvements shall become the property of the Colombian Government.

The asphalt deposits of Colombia are said to be very large and to embrace varieties known as glass pitch, gilsonite, and soft and liquid asphalt.

RIVER NAVIGATION CONCESSION.

A contract has been secured from the Government of the Republic of Colombia for the navigation of the Caqueta and Putumar rivers with their tributaries. The concessionaire, Mr. JOHN BIDLAKE, is permitted the free introduction of boats and such machinery as he may require. He is to receive 1,250 acres of land for each vessel he puts upon the rivers. He has also the right to build wharves and necessary buildings on public domains. The contract is to continue in force for ten years. The territory covered embraces the larger portion of southern Colombia and includes a vast rubber forest, the extraction of the product being the main object of the enterprise.

SURTAX ON IMPORTS.

According to the "Diario Oficial" of August 23, 1901, a surtax of 10 per cent is to be paid upon every import duty account unpaid within eight days. The law governing the application of the tax is as follows:

"DECREE NO. 1016, OF AUGUST 16, 1901, TO LEVY A SURCHARGE OF 10 PER CENT UPON EVERY IMPORT DUTY ACCOUNT UNPAID WITHIN EIGHT DAYS.

"SOLE ARTICLE. Every import duty account amount of which shall not be paid within eight days, being the term fixed by Article 146 of the Fiscal Code, shall be subject to a surcharge of 10 per cent, to be levied as a war contribution, without prejudice to any interest due both on the principal sum and amount of such surtax."

MISCELLANEOUS NOTES.

Consul-General H. A. GUDGER, of Panama, under date of April 7, 1902, says that the civil and military chief of the Department of Panama has issued a decree in which it is ordered that all hides of cattle killed must be immediately turned over to the Government.

Of the orders recently obtained by the United States in the Colombian market, one of particular importance consists of placer dredges for the gold fields of the Republic.

The demand for cotton prints of United States makes is reported as steadily on the increase in Colombia. Gray drills have also obtained a footing.

CUBA.

COMMERCE IN 1900 AND 1901.

The Insular Division of the War Department of the United States on April 17, 1902, issued a bulletin showing the commerce of the island of Cuba during the calendar year 1901 as compared with the preceding year, as follows:

The total value of merchandise imported during the year 1901 was \$66,583,973, as against \$66,658,589 for 1900, and the exports of merchandise during the year ended December 31, 1901, amounted to \$63,278,380, as against \$48,904,684 for 1900. These figures show a very slight decrease in the imports and an increase of 29 per cent in the exports.

Gold and silver was imported during the year 1901 to the value of \$1,169,135; in 1900, \$3,420,625; exported, during 1901, \$3,223,739; in 1900, \$2,437,652.

The value of merchandise coming from the United States for the calendar year 1901 was \$28,078,633, a decrease of \$1,097,369 as compared with 1900, while the exports for 1901 amounted to \$48,066,579, an increase of \$14,819,970.

In the comparison by classes for these periods the import figures show an increase of about \$1,000,000 in articles of food and animals, this class of merchandise amounting to \$32,281,588 for the twelve months of 1901; manufactured articles during 1901 were imported to the value of \$26,262,227, a gain of about \$2,250,000; raw materials show an approximate increase of \$1,350,000, or 60 per cent; a slight decrease is shown in the importation of articles of voluntary use, luxuries, etc.

Agricultural exports for the periods mentioned show an increase of about \$13,700,000 over 1900, the exportation during the year 1901 amounting to \$46,811,088; manufactures increased from \$12,719,046 in 1900, to \$13,207,789 in 1901, while the products of mines and forests show an increase in favor of the twelve months of 1901.

The following comparative statement of the exportation of sugar during the calendar years 1901, 1900, and 1899 may prove of interest to the commercial reader:

Destination.	1901.		1900.		1899.	
	Pounds.		Pounds.		Pounds.	
United States	1,319,620,751	\$30,814,196	642,558,435	\$16,768,852	710,410,891	\$18,634,001
Other countries	95,344	2,168	135,844	5,508	142,255	4,434
Total	1,319,716,095	30,816,364	642,694,279	16,774,360	710,553,146	18,638,435

COMMERCE IN 1902.

The commerce of the island, according to the report issued by the Division of Insular Affairs of the War Department of the United States, for seven months ending January 31, of the fiscal year 1902, as compared with the corresponding period of the preceding fiscal year, was as follows:

The total value of merchandise imported during the seven months ended January 31, 1902, was \$40,043,986, as against \$38,033,930 for the corresponding period of 1901, and the exports of merchandise during the seven months ended January 31, 1902, amounted to \$24,113,419, as against \$26,970,220 for the same period of 1901. These figures show an increase of 5 per cent in the imports and a decrease of 11 per cent in the exports.

Gold and silver were imported during the seven months of 1902 to the value of \$69,048; same period of 1901, \$58,399; exported during the 1902 period, \$3,170,496; corresponding period of 1901, \$992,836.

The value of merchandise coming from the United States for the seven months ended January 31, 1902, was \$17,118,839, a slight increase over the corresponding period of 1901, while the exports for 1902 amounted to \$15,174,488, a decrease of \$349,742.

In the comparison by classes for these periods, the import figures show an increase of about \$1,100,000 in articles of food and animals, this class of merchandise amounting to \$19,142,794 for the seven months of 1902. Manufactured articles during the period of 1902 were imported to the value of \$16,225,575, a gain of about \$1,600,000. Raw materials show a very slight increase over 1901, and a decrease is shown in the importation of articles of voluntary use, luxuries, etc.

Agricultural exports for the periods mentioned show a decrease of about \$3,000,000 as compared with 1901, the exportation during the seven months of 1902 amounting to \$14,217,344. This marked difference is accounted for to a great extent by the falling off in shipments of leaf tobacco to Germany, beginning August, 1901; exports of manufactured articles amounted to \$8,063,485 in 1902, a slight increase over the previous year; products of forests show a decrease, while products of mines show an increase of \$260,304, or 75 per cent, in favor of the seven months of 1902.

The total value of merchandise imported during the eight months ended February 28, 1902, was \$44,659,314, as against \$42,920,814 for the corresponding period of 1901, and the exports of merchandise during the eight months ended February 28, 1902, amounted to \$28,487,236, as against \$34,008,270 for the same period of 1901. These figures show an increase of 4 per cent in the imports and a decrease of 16 per cent in the exports.

Gold and silver was imported during the eight months of 1902 to

the value of \$71,908, same period of 1901, \$127,067; exported during the 1902 period, \$3,172,938, corresponding period of 1901, \$902,836.

The value of merchandise coming from the United States for the eight months ended February 28, 1902, was \$19,140,549, a slight increase over the corresponding period of 1901, while the exports for 1902 amounted to \$18,158,540, a decrease of about \$3,000,000.

The value of sugar shipments to the United States during the month of February, 1901, was \$4,320,033, as compared with \$1,385,487 for the corresponding month of the present year.

In the comparison by classes for these periods the import figures show an increase of about \$623,000 in articles of food and animals, this class of merchandise amounting to \$21,070,701 for the eight months of 1902; manufactured articles during the period of 1902 were imported to the value of \$18,275,233, a gain of about \$1,800,000; raw materials show a very slight increase over 1901, and a decrease is shown in the importation of articles of voluntary use, luxuries, etc.

Agricultural exports for the periods mentioned show a decrease of nearly \$6,000,000, due to the falling off in sugar and tobacco trade, as compared with 1901, the exportation during the eight months of 1902 amounting to \$17,271,349. Exports of manufactured articles amounted to \$9,132,221, a slight increase over the previous year. Products of the forest show an increase, and products of mines show an increase of \$296,739, or 78 per cent, in favor of the eight months of 1902.

The customs revenues for the three months ended March 31, 1902, were \$3,672,590.65; for the three months ended March 31, 1899, \$2,253,339; for the three months ended March 31, 1900, \$4,139,780.91, and for the three months ended March 31, 1901, \$3,980,783.70.

The export duty was abolished on April 1, 1901. These duties amounted, in the three months ended March 31, 1899, to \$224,478.26; in the three months ended March 31, 1900, \$215,119.14, and in the three months ended March 31, 1901, \$267,432.32, from which it appears that the customs revenues in the three months ended March 31, 1902, show an increase over the same period of 1899, exclusive of export duties, of \$1,643,729.91, a decrease as compared with 1900 of \$252,071.12, and a decrease compared with 1901 of \$40,760.73.

VITAL STATISTICS OF HAVANA FOR 1901.

An interesting statement concerning the vital statistics of Havana for the calendar year 1901 has been compiled from official reports on file in the Insular Division of the War Department of the United States, from which the appended facts have been obtained.

A steady and general improvement is shown in the sanitary conditions, but the great work of the Sanitary Department has been the

extirpation of yellow fever from Havana, and it is believed that this has been due to measures, based upon certain scientific facts established by the Army Board, for the first time adopted and carried out.

If the belief is correct that by measures taken for killing infected mosquitoes Havana has been rid of yellow fever in a few months, when definite data is in existence warranting the belief that the disease has been epidemic in the city since the English occupation in 1762, it is of vast importance that these facts should be made known to the world. It is possible that during the coming summer yellow fever might be introduced into the southern part of the United States, and if it could be controlled there as it has been in Havana during the past year it would save many lives and prevent inconvenience and financial loss to the States so affected.

To make clear the claim that Havana has been purged from yellow fever during the past year by the destruction of infected mosquitoes, the history of Havana with regard to yellow fever during the past one hundred years should be considered. During that period yellow fever has always been epidemic in Havana, up to 1901. Sanitary measures, which had reduced the excessive death rate of Havana to that of healthy cities of civilized countries, had had little or no effect upon yellow fever. General disinfection as carried out for other infectious and contagious diseases had been most extensively and faithfully tried. Yellow fever had suddenly and sharply disappeared upon the introduction of a system whose object was killing infected mosquitoes, based upon the theory that the *Stegomyia* mosquito is the only means of transmitting yellow fever. From September 28, 1901, to February 15, 1902, there has not been a single case of yellow fever in Havana, a condition of affairs so unusual that all questions of chance can be dropped from consideration. During the past fort-five years, with scarcely an exception, some deaths have occurred from yellow fever in every month of the year—the maximum number, 2,058 deaths, in 1857; the minimum, 51 deaths, in 1866; annual average, 751.44. For the year 1901, in which the new system was adopted, there were only 18 deaths, and 12 of these occurred before the new system was put into effect.

The general sanitary methods adopted by the United States administration upon its occupation in January, 1899, had a rapid effect in reducing the general mortality. In 1898, the last year of Spanish occupation, Havana had 21,252 deaths; in 1899, the first year of United States occupation, 8,153 deaths; the next year, 1900, 6,102 deaths, and 1901, 5,780 deaths, which would be a small number of deaths for cities of similar size in any civilized country. This is a much smaller number of deaths than had ever occurred for a year in Havana before. During the past thirty-one years the maximum death rate was 91.03 in 1898 and the minimum 29.30 in 1885, or an average rate of 41.55. In 1901 the rate was 22.11.

This data would indicate that the hygienic conditions of Havana at the end of 1899 were better by far than had ever been before, but when the facts as to yellow fever are considered the conclusions will be very different as to that disease. There has always been a considerable annual number of deaths from yellow fever in Havana.

In 1898, on account of the war, there was very little immigration to the city, and, therefore, there were few nonimmunes to contract the disease, consequently there were only 136 deaths from yellow fever. The same conditions prevailed during the first six months of 1899, and there were only five deaths. During the last half of that year, over 12,000 immigrants arrived, and 98 deaths from yellow fever occurred. The next year, 1900, there were 310 deaths from yellow fever. This demonstrates that the general sanitary measures had had a marked effect upon the general death rate, but very little upon that for yellow fever. Neither labor nor expense was spared, and by the end of 1900, the authorities were convinced that general sanitary methods could not in a short time eradicate yellow fever from Havana. In the smaller cities and military camps, entire success had resulted from the deportation of the nonimmune population, together with general sanitary methods; but in a city the size of Havana, with a nonimmune population of between 30,000 and 40,000, such a measure was entirely impracticable.

At the beginning of 1901 the prospects as far as yellow fever in Havana was concerned were very unfavorable. There was a large nonimmune population; probably larger than it had ever been before. The city was thoroughly infected. During the preceding year there had been 1,244 cases and 210 deaths, and all classes of nonimmunes had suffered severely. January commenced with an unusually large number of deaths from this disease, the records showing 24 cases and 7 deaths. February was equally severe, 8 cases and 5 deaths occurring during that month.

The military governor, being determined that no precautions should be omitted, directed that in addition to former measures, work be started on the line that the mosquito was the cause of the transmission of this disease. This work went into effect about March 1, with the result that during the remainder of the year only 12 additional deaths were from yellow fever.

Estimating the yellow-fever year as commencing April 1, it is shown that for the past eleven years the maximum, 1,385 deaths, occurred in 1896-97; the minimum, 122 deaths, in 1899-1900, the average being 467. For the year 1901-2, up to February 15, there were 5 deaths. This difference is too marked to be any matter of chance. That the yellow-fever year of 1901-2 had only one twenty-fifth the number of deaths that had occurred in the minimum twelve months of the preceding eleven years must be due to some cause that did not act during those years. Still more marked is the fact that since September 28,

1901, no cases at all have occurred, particularly when it is considered that October and November rank among the worst months for yellow fever.

Not only was this result obtained with the city full of nonimmunes, but there were half a dozen infected towns in railroad communication with Havana. Constant intercourse was kept up and no interference with commerce occurred. Goods of all kinds were allowed to come into the city freely. No restriction was put upon the bringing in of clothing, bedding, etc., from those infected points. The only infected material from the towns looked after was the sick man, who was carefully sought out and screened from mosquitos.

The number of other infectious and contagious diseases have been smaller during the year. There has been very little diphtheria and typhoid fever, and the tuberculosis rate is about that of most cities of civilized countries. A rapid decrease has taken place since American occupation. A marked decrease in malaria has also occurred since the mosquito work began.

GUATEMALA.

DUTY ON SUGAR.

Under date of February 26, 1902, the President of the Republic of Guatemala has promulgated the following decree:

“That in accordance with the provisions of the customs tariff, and in the manner prescribed for the collection of import duties, sugar imported into the country from abroad through the maritime or frontier custom-houses shall pay, on and after the 1st of March next, the following duties, except in those cases where sugar, according to the terms of reciprocity treaties, is declared free of duty:

Sugar:	Per kilo, gross weight.
Muscovado or raw.....	\$0.05
Not refined, all classes.....	.10
Refined.....	.20

CONCESSIONS FOR THE NAVIGATION OF LAKE ATITLAN.

The Government of Guatemala on March 8, 1902, granted to Señor DON ANTONIO FORTUNY, with power of transferring to a third party, an important concession for the navigation of Lake Atitlan. According to the terms of this concession Señor FORTUNY covenants to place a steamboat of 25 tons capacity upon the waters of Lake Atitlan, and maintain the same in operation and open to the service of the public for a period of ten years. The design of the vessel in question must be submitted to and approved by the Department of Public Works. This steamboat will make daily trips, Sundays excepted, between San Lucas Toliman, Tzanjuyú, and Atitlan, and may extend the service to other towns on the lake when the exigencies of traffic so demand. The

concessionaire is exempt from Federal and municipal taxes for a period of ten years, and has the privilege of importing into the Republic, free of duty, the articles that may be required for the establishing of the enterprise. Lake Atitlan is a beautiful sheet of water situated between lofty mountains, and in a rich and productive mining and agricultural portion of the Republic. The waters of Atitlan are of great depth, and the lake is 24 miles long by 10 miles wide.

HONDURAS.

BUDGET 1902-3.

The budget of the Republic of Honduras for the fiscal year 1902-3, as fixed by the National Congress and duly approved by the President, amounts to \$2,269,050, made up as follows:

RECEIPTS.

Customs duties.....	\$1,100,000.00
Tax on alcohol.....	80,000.00
Tax on liquors.....	800,000.00
Tax on powder.....	25,000.00
Sealed paper and stamps.....	80,000.00
Tax on live stock.....	31,000.00
Postal revenues.....	24,000.00
Receipts from telegraph and cable line.....	64,000.00
Custom-house paper.....	16,000.00
Printed matter.....	1,000.00
Export tax on cattle.....	60,000.00
Export tax on products.....	20,000.00
Lottery and wharfage.....	223,500.00
Receipts from lands.....	5,000.00
Printing and binding.....	4,000.00
Pawnshops.....	3,500.00
Mint.....	1,000.00
School of Arts.....	3,000.00
Lithographing.....	1,000.00
Receipts from steamships.....	2,000.00
Incidental receipts.....	85,050.00
Total.....	2,629,050.00

DISBURSEMENTS.

Executive Department.....	\$432,622.00
Department of Justice.....	142,420.00
Department of Finance.....	240,128.30
Department of Public Credit.....	120,027.10
Department of Foreign Relations.....	58,520.00
Department of Public Works.....	433,990.00
Department of Public Instruction.....	247,870.00
Department of War.....	953,472.60
Total.....	2,629,050.00

MINING IN THE REPUBLIC.

A recent report of the Secretary of State and of Public Works to the National Congress shows that in the fiscal year 1900-1901 mining was one of the most important industries of the Republic, and while some development occurred in this branch during the period mentioned, the growth was not as rapid as was to be desired.

The report calls attention to some of the foreign mining companies that are actively and prosperously engaged in the exploitation of mines in Honduras, among which may be mentioned The New York and Honduras Rosario Mining Company, at San Juancito, which has an annual output of gold and silver bullion valued at about \$1,000,000, American gold. Another important mining concern is The Aramecina Gold and Silver Mining Company, Limited, which has constantly increased the value of its output for a number of years. In addition to the mining companies already mentioned there are numerous other concerns that under proper management would be equally productive. There are splendid opportunities for the profitable investment of foreign capital in the rich mining districts of Tegucigalpa, Olancho, El Paraiso, Choluteca, Valle, Comayagua, Gracias, Copan, and Santa Barbara.

In the fiscal year 1900-1901 nine mining zones were granted by the Government to individuals and companies. During the same period seven surveys of mining zones were approved, twenty-three denouncements were made, and three concessions of water rights were granted. Two American companies have recently commenced preliminary work in the rich placer deposits of the department of Olancho, and there is every reason to believe that their operations will be highly successful and profitable. Another American company, that owns the valuable silver and copper mines known as "Los Diamantes" and "Santa Lucia," in the mining district of Lucerna, will put in new machinery that will enable the production of these mines to be considerably increased. The large deposits of magnetic iron at Agalteca remain as yet undeveloped. The report states that this would be an ideal location for the establishment of a smelter, and the Government would probably be disposed to grant a liberal concession to capitalists having sufficient funds to operate the same on a large scale.

DEVELOPMENT OF FRUIT GROWING.

A large concession has been secured in the Republic by United States citizens who will devote themselves to fruit culture. The concession embraces 13,000 acres of land on the Omoa coast, about 15 miles from Puerto Cortez. Honduras bananas and other tropical fruits find a ready market in the United States markets, and it is stated that 1 acre of ground will produce nearly 1,000 pounds of bananas, the cost of cultivation being \$12.

The value of the banana as food staple has greatly advanced in the world's markets, it being affirmed that it is twenty-five times as nutritious as an equivalent weight of wheat, and that its ratio to rice and potatoes is as 1 to 30 and 44, respectively.

MEXICO.

MESSAGE OF PRESIDENT DIAZ.

On April 1, 1902, Gen. PORFIRIO DIAZ, President of the Republic of Mexico, delivered an important message to the National Congress, an extract of which, taken from the "Mexican Herald," is as follows:

FOREIGN RELATIONS.

"With respect to our foreign relations, unusual events, of which the effect has been to extend the friendly relations between Mexico and the other Republics of the New World and to establish firmly the good name of our country, have occurred during the period to which this report refers.

PAN AMERICAN CONFERENCE.

"As had been announced, the International Conference of American States met in this city on October 22 last, and immediately entered upon its important labors, which continued until January 31 last. An active part was taken in those labors by the Mexican delegation, which consisted of nine members, who distinguished themselves by their intelligence, their industry, and the tact with which in every case they carried out the instructions which were duly communicated to them. As to the detail of those labors you will have been informed by the published collection of resolutions, recommendations, and treaties, which in most cases were signed partially and in others, unanimously, by the delegates to the conference. The reports of the sessions of the assembly and the records of the debates in the three official languages spoken in America are also in course of publication. What undoubtedly will chiefly arrest your attention among those decisions, none of which is lacking in serious interest, is the treaty of compulsory arbitration signed by the delegates of nine Republics, or, in other words, by the majority of the delegates present at the close of the conference; the acceptance of the principles proclaimed by the assembly which has justly been called the peace conference and which met at The Hague in 1899, and the convention signed by all the delegates to submit to arbitration the questions of pecuniary claims between governments based on damages to their respective citizens. This last convention, which will be sent to the Senate, together with all the others that involve international obligations, will produce noteworthy

results, provided it be ratified by the principal governments by whose representatives it was signed.

"The general effect, as regards Mexico, of the Second International Conference of American States can not be otherwise than favorable to the relations between this country and the other nations of America and to the good name of the Republic. The efforts made by the General Government to offer a suitable welcome to the delegates, aided by the Governments of some of the States to which well-organized excursions for the delegates were arranged, produced the desired effect of gratifying our distinguished guests and enabling them to become acquainted with our country.

WEIL AND LA ABRA CLAIMS.

"The United States Congress having ordered the restoration to Mexico of the balance of the fraudulent Weil and La Abra claims which had been distributed by the Government of that country, the sum in question was paid to our Ambassador at Washington from the United States Treasury, in the same form as had been followed in the return of the sum that had been on deposit in the State Department since the payment by us of both claims.

A NEW LEGATION.

"It has been thought highly desirable, and in consequence a bill for the purpose in question will be introduced, that another legation be created in South America, in order that there may be two—one for the Republics on the Atlantic and another for those on the Pacific, the latter making its headquarters alternately in Chile and Peru.

TREATIES WITH SOUTH AMERICA.

"Two treaties of friendship and commerce, one with Paraguay and the other with Peru, and two postal conventions, one with Bolivia and the other with Chile, have been concluded, and are being sent for constitutional purposes to the Senate.

COMPULSORY ARBITRATION WITH SPAIN.

"At the suggestion of the legation of Spain a very comprehensive compulsory arbitration treaty has been entered into with that nation, according to which the arbitrator in each case will be either the permanent court of The Hague or one of the Presidents of the Spanish-American Republics. This treaty and another convention entered into with Spain to facilitate the execution of judicial requisitions from one country to another, dispensing with the formality of legalization for documents forwarded through the diplomatic channel, will be at once sent to the Senate for constitutional revision.

* * * * *

AFFAIRS OF THE CAPITAL.

"The City Council of Mexico zealously continues the works which it has undertaken for the embellishment of the city and improvement of its different services. It has lately executed a new contract for the paving of 25 more blocks with sheet asphalt; also it has carried out the reconstruction and enlargement of several market houses, and has acquired several buildings for the construction of the new ones that have become necessary through the constant increase of the population.

"The sanitation works of the capital, at least as regards the contracted work, may be considered as completed, as there are only a few minor details wanting, which will be completed within a few days.

* * * * *

"The notarial law was promulgated in December last, after a careful study of its provisions, which was necessary owing to the many and grave problems connected with the reorganization of this important service in accordance with the principles by which it should be governed. In the practical application of the provisions which required the registry of mortgages to be incorporated with the public registry of property, serious difficulties arose, owing to the necessity of carrying out this operation without suspending the work of those offices or injuring the interests of the public. These difficulties have now been overcome and both the notarial institution as well as the registry of mortgages are in good working order.

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SCIENTIFIC CONGRESSES.

"The Executive has received a formal invitation to have Mexico represented in the coming International Congress of Americanists, which is to meet in New York during the month of October, as well as the Fourteenth Medical Congress, which is to be held in Madrid in April of next year. Both of these invitations have been accepted and the delegates will in due time be appointed, so as still further to strengthen the intellectual bonds which Mexico has with other countries.

* * * * *

MINING MATTERS.

"The continued development of the mining industry is shown by the increased number of mining titles that are issued and by the opening of new metallurgical establishments.

"During the first six months of the present financial year 1,837 titles were issued, covering an area of 29,095 hectares, which is an increase of 100 per cent over the same period in 1900-1901.

"Contracts have been executed for the erection of metallurgical

establishments in the district of Zimapan, State of Hidalgo, and in that of Fuerte, State of Sinaloa.

* * * * *

WATER CONCESSIONS.

"Contracts have been executed for the utilization, for irrigation and motive power purposes, of the waters of the rivers Sabinas, in Coahuila; Pesqueria Chica, in Nuevo Leon, Blanco, in Veracruz; Moctezuma, in Hidalgo; Turbio in Guanajuato, and Soto la Marina, in Tamaulipas.

NATIONAL LANDS LEASED.

"Contracts were let for the exploitation of national lands on the island of Santa Margarita and in a zone of the State of Tabasco, as well as for the extraction of mother-of-pearl on the islands of Espiritu Santo and on the coasts of Lower California, and for fisheries in the Vazquez and Ostiones lagoons on the Pacific coast.

* * * * *

PROSPECTING FOR OIL.

"Permits are now being issued for the exploration of the subsoil in search of petroleum.

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RAILWAY PROGRESS.

"During the period that has elapsed between September last the railroad system of the country has increased by 344 kilometers, of which 118 are to be credited to the Coahuila and Pacific Railroad, 78 to the Veracruz and Pacific, 55 to the Central, and 19 to the Merida and Peto Railroad, while the rest appertain to other lines. The lines that now form the Federal system of railroads have a total length of 15,936 kilometers. The local lines that have been constructed under state concessions have a length of 966 kilometers and the private branch lines aggregate 306 kilometers.

"On the Tehuantepec National Railroad the following works have been executed: Renewal of ties on 160 kilometers, ballasting on 100, renewal of rails on 52, and 280 permanent bridges completed. The bridges at Jumuapa, Sarabia, and Tehuantepec, as well as the station at Salina Cruz and the buildings for the workshops, are now under construction. In Rincon Antonio workshops, engine house, and dwellings for employees and laborers are now being built.

"Fourteen locomotives, 60 box cars, 75 gondolas, and 25 platform cars have been purchased.

* * * * *

POSTAL MATTERS.

“During the first six months of the present financial year the following movement took place in the postal service:

“Four local offices, 2 branch offices, and 45 agencies were opened, thus raising the number of post-offices to 2,133.

“The correspondence of all classes has considerably increased. During the first six months of the present financial year 74,000,000 pieces have been handled, against 72,000,000 in the corresponding period of the previous year.

“The interior money orders amounted to \$16,000,000, against \$12,000,000 for the corresponding period of the previous year.

“The money orders between Mexico and the United States increased 37 per cent over those issued during the first six months of the previous financial year, amounting altogether to \$352,000. Of this amount \$252,000 were for orders issued in Mexico and \$102,000 for orders issued in the United States.

“The general receipts from the postal service amounted to \$1,156,000, against \$1,039,000 for the corresponding period of the previous year, making an increase of 11½ per cent.

THE TELEGRAPH SYSTEM.

“As regards the telegraph service, I have to report that 218 kilometers of line have been constructed; that 185 kilometers of iron wire have been replaced by bronze wire, and that the installation of Federal wires in the streets of the capital has been renewed, besides which the entire system is now under repair, for which purpose, during the period I refer to, about 27 tons of iron wire and over 10 tons of bronze wire have been employed.

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FINANCE DEPARTMENT.

“The financial situation of the country continues visibly improving, and it will not be long before the last traces of the depression that made itself felt during last year in certain branches of the national industry disappear.

* * * * *

NEW BANKS.

“Fresh concessions for the establishment of banking institutions have been granted during the period under review. The State of Chiapas now has its first bank of issue, which has commenced operations, and the State of Hidalgo will shortly have the services of a similar institution. With these two States the number of those that possess banks of issue is eighteen.

NEW BONDED WAREHOUSE.

"The Merida and Valladolid Railway Company, with a branch to Progreso, obtained a concession from the Government for the establishment of general bonded warehouses at the port of Progreso.

* * * * *

CONCLUSION.

"The principal facts which I have just related prove that the country continues in a state of progress, although at times she may meet, as happens with all mankind, difficulties that for the moment delay her advance. You will have noted that the Executive does not for a moment neglect any effort to foment this progress in civilization by procuring improvements in all the different branches of the public administration. The impulse should come, as it undoubtedly has come, from the people themselves, encouraged by the confidence that is inspired by the reign of peace and the law; but it is the duty of the Government to sustain and assist the people within the limits of its authority and with all its resources, among which the principal and most efficient are found in the sound and beneficent influence of its legislators."

FOREIGN COMMERCE FIRST HALF OF FISCAL YEAR 1901-2.

According to statistics compiled by the Mexican Government corresponding to the first half of the fiscal year 1901-2, the total imports were 29,196,226.80 *pesos*, as compared with 32,157,966.98 *pesos* for the first six months of the fiscal year 1900-1901. The classification of the imports with the value of each class for the period referred to, and the gain or loss for each, is as follows:

Classification.	First half of fiscal year.		
	1901-2.	1900-1901.	Gain (+) or loss (-).
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Animal products	2,434,339.79	2,562,809.13	- 128,469.34
Arms and explosives	609,170.98	636,860.74	- 57,689.76
Chemical and pharmaceutical products	1,217,768.77	1,283,007.66	- 45,238.89
Machinery and apparatus	3,608,500.44	4,876,801.27	- 1,268,320.83
Mineral products	8,195,447.81	8,203,160.86	- 7,713.05
Paper and paper products	981,235.60	1,174,529.59	- 193,293.99
Spirits and beverages	1,257,071.50	1,376,595.41	- 119,523.91
Textile products	4,197,317.03	5,311,290.78	- 1,113,973.75
Vegetable products	5,228,504.93	5,123,654.96	+ 104,850.57
Vehicles	554,329.23	799,673.33	- 245,344.10
Miscellaneous	912,380.72	799,503.85	+ 112,876.87
Total	29,196,226.80	32,157,966.98	- 2,961,740.18

The totals for the grand divisions, severally and collectively, were as follows:

Divisions.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Africa.....	8,576.00	11,505.62	- 2,929.62
Asia.....	253,904.30	312,456.46	- 58,552.16
Central America.....	15,227.43	46,904.37	- 31,676.94
Europe.....	12,728,659.49	14,931,407.36	- 2,202,747.87
North America.....	16,076,134.90	16,737,747.29	- 662,612.39
Oceania.....	9,552.00	28,077.13	- 18,525.13
South America.....	79,853.68	67,104.75	+ 12,748.93
West Indies.....	25,319.00	22,764.00	+ 2,555.00
Total.....	29,196,226.80	32,157,966.98	- 2,961,740.18

The imports from the European countries are shown in the following table:

Countries.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Austria-Hungary.....	178,240.18	215,128.20	- 36,888.02
Belgium.....	452,595.45	451,433.67	+ 1,161.78
France.....	3,017,328.87	3,416,270.86	- 398,941.99
Germany.....	3,160,580.71	3,783,635.51	- 623,054.80
Great Britain.....	4,060,026.18	4,840,459.65	- 780,433.47
Holland.....	108,064.00	111,213.94	- 33,149.94
Italy.....	200,733.89	303,436.60	- 102,702.71
Norway.....	41,880.25	63,452.91	- 21,572.66
Portugal.....	24,348.35	20,125.00	+ 4,193.95
Russia.....	2,690.00	823.00	+ 1,867.00
Spain.....	1,272,083.59	1,306,328.91	- 234,245.32
Sweden.....	24,361.32	15,821.06	+ 8,540.26
Switzerland.....	180,104.85	167,257.20	+ 12,851.65
Other European countries.....	5,037.25	6,020.85	- 383.60
Total.....	12,728,659.49	14,931,407.36	- 2,202,747.87

The trade with Asia was principally with Hindoostan, China, and Japan; that with Africa was with Egypt; that with the West Indies was with Cuba, and that with Oceania was with Australia.

The imports from North, Central, and South America are shown in the following table:

	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
NORTH AMERICA.	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Canada.....	9,230.55	4,577.00	+ 4,653.55
United States.....	16,065,904.35	16,733,170.29	- 667,265.94
CENTRAL AMERICA.			
British Honduras.....	6,449.78	20.00	+ 6,429.78
Guatemala.....	6,714.65	41,468.37	- 34,753.72
Other Central American countries.....	2,083.00	5,416.00	- 3,333.00
SOUTH AMERICA.			
Argentine Republic.....	2,002.00	139.00	+ 1,863.00
Brazil.....	12,250.00	157.00	+ 11,793.00
Chile.....	7,820.00	4,796.00	+ 3,024.00
Colombia.....	10,319.00	10,819.80	- 500.80
Ecuador.....	30,676.93	35,991.70	- 5,314.77
Peru.....	4,879.00	615.00	+ 4,264.00
Venezuela.....	11,492.75	13,662.25	- 2,169.50
Other South American countries.....	414.00	624.00	- 210.00
Total.....	16,205,087.01	16,902,597.54	- 697,510.53

1192 INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS.

The entrance by ports was as follows:

	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Gulf.....	16,815,162.96	19,092,879.25	2,277,716.29
Pacific.....	2,118,741.98	2,137,776.28	- 19,034.30
Northern frontier.....	10,201,871.55	10,892,085.65	690,214.10
Southern frontier.....	60,450.31	125,225.80	- 64,775.49
Total.....	29,196,226.80	32,157,966.98	-2,961,740.18

The following were the classes of exports and the valuation of each during the period mentioned:

Classification.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Animal products.....	5,071,945.89	5,082,938.98	- 11,038.09
Manufactured products.....	1,897,776.74	940,741.99	957,033.75
Mineral products.....	45,779,162.54	56,386,102.35	-10,606,939.81
Vegetable products.....	18,779,758.93	14,659,804.72	+ 4,133,954.21
Miscellaneous.....	223,854.08	398,306.35	- 174,452.27
Total.....	71,766,497.18	77,467,939.39	- 5,701,442.21

The following table shows the exports by grand divisions:

Division.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Europe.....	12,693,458.52	15,809,487.14	-3,116,028.62
North America.....	56,264,080.88	58,407,293.67	-2,143,212.79
Central America.....	577,928.01	335,326.18	+ 244,232.83
South America.....	25,568.77	36,168.40	- 10,599.63
West Indies.....	2,205,860.00	2,881,664.00	- 675,804.00
Total.....	71,766,497.18	77,467,939.39	-5,701,442.21

The following figures give the exports to the different countries embraced in the five grand divisions already mentioned:

Countries.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
EUROPE.			
Austria-Hungary.....		19,000.00	- 19,000.00
Belgium.....	1,872,268.50	2,335,235.41	- 462,966.91
France.....	913,237.00	1,860,951.69	- 947,714.69
Germany.....	1,308,575.54	2,066,051.73	- 757,476.19
Great Britain.....	8,174,962.48	8,751,534.18	- 576,571.70
Holland.....	14,350.00	83,864.90	- 69,514.90
Italy.....	1,610.00	1,278.00	+ 332.00
Russia.....	57,300.00	18,700.00	+ 38,600.00
Spain.....	351,155.00	672,871.23	- 321,716.23
NORTH AMERICA.			
Canada.....	4,796.00		+ 4,796.00
United States.....	56,259,284.88	58,407,293.67	-2,148,008.79

Countries.	First half of fiscal year—		Gain (+) or loss (-).
	1901-2.	1900-1901.	
CENTRAL AMERICA.			
British Honduras	<i>Pesos.</i> 35,500.00	<i>Pesos.</i> 38,335.00	<i>Pesos.</i> 2,835.00
Guatemala	258,292.49	286,673.08	28,380.59
Other Central-American countries	283,736.52	8,318.10	275,418.42
SOUTH AMERICA.			
Argentine Republic	8,150.00		+ 8,150.00
Chile	1,102.00	2,130.00	- 1,028.00
Colombia	14,341.77	31,038.40	- 19,696.63
Ecuador	1,200.00		+ 1,200.00
Peru	550.00		+ 550.00
Venezuela	225.00		+ 225.00
WEST INDIES.			
Cuba	2,205,860.00	2,881,664.00	- 675,804.00
Total	71,766,497.18	77,467,939.39	- 5,701,442.21

The following table shows the ports of the Republic from which these exports were made:

	First half of fiscal year.		Gain (+) or loss (-).
	1901-2.	1900-1901.	
	<i>Pesos.</i>	<i>Pesos.</i>	<i>Pesos.</i>
Gulf	46,301,511.04	46,280,444.04	+ 41,067.00
Pacific	1,618,040.71	6,908,591.30	- 2,290,550.59
Northern frontier	20,291,471.14	23,625,304.15	- 3,333,833.01
Southern frontier	556,474.29	673,599.90	- 118,125.61
Total	71,766,497.18	77,467,939.39	- 5,701,442.21

ENACTMENT OF PURE-FOOD LAWS.

The provisions of the pure-food law recently enacted by the Mexican Government, as forwarded to the Department of State at Washington by Consul W. W. CANADA, are as follows:

"ARTICLE 1. Milk, of whatever animal it may be, must always be sold without the addition of water or any other substance, and when it is not from the cow the animal from which it has been drawn must be mentioned.

"ART. 2. Milk from which the butter-producing component has been removed, wholly or in part, will be sold under the name of skimmed milk and must be dispensed at special stands at which no other kind of milk is sold. The sale of the product in question must take place according to the rules laid down in the sanitary code.

"ART. 3. For the purposes of the foregoing article, milk shall be considered as skimmed when it contains less than 30 grams (15.4 grains) of butter-making components per liter (1.05 quarts).

"ART. 4. Under the name of milk cream, the cream of milk, without the addition of any other substance, shall be sold.

"ART. 5. Under the name of sterilized milk shall be sold milk for

the preservation of which provision has been made by the action of heat, and in no case by the addition of an antiseptic substance.

"ART. 6. The product known as condensed milk shall never contain antiseptics or any other substance that might be prejudicial to health, and shall always be sold in closed receptacles.

"ART. 7. The sale of milk from animals attacked by contagious or infectious diseases is prohibited, special precaution being taken against the following: Tuberculosis, aphthous fever, carbonic fever, symptomatic carbon, pyæmia, septicæmia, diphtheria, acute and chronic mammitis, and in particular tuberculous and icteritious maladies.

"ART. 8. The only substance sold under the name of butter shall be the fat extracted from pure milk drawn from healthy animals and prepared in such a manner that it shall not contain more than 5 per cent of water and at the most 2.5 per cent of the other components of milk. Nevertheless, the addition of salt (chloride of sodium), when the article is sold as salted butter, and of some inoffensive coloring matter shall be permitted.

"ART. 9. Other alimentary fats which, owing to their resemblance to butter, have been palmed off in its stead, must be sold under the name of margarin or some other name indicating their source and composition, and subject to the rules laid down in the sanitary code for their manufacture and sale.

"ART. 10. The receptacles containing these products and the wrappings in which they are delivered to the purchaser shall be inscribed with the name under which they are sold, in legible characters of at least 1 centimeter (0.39 inch) in height.

"ART. 11. Cheese, which is the product of the precipitation of casein from the milk of various animals and of subsequent maturation, shall always be sold in a good state of preservation and shall answer in character to the name under which it is sold; and only the addition of the substances that are tolerated in the case of butter shall be allowed.

"ART. 12. In the preparation of bread and buns from wheat, only the pure flour of that cereal, possessing, in addition, the following qualifications, shall be employed:

"I. That the flour shall have been prepared from grain from which earthy matter, the grains of other plants, and the grains of the wheat itself when damaged or spoilt have been removed.

"II. That it shall not contain excessive moisture, so that at a temperature of 100° C. it shall not lose more than 18 per cent of its weight.

"III. That it shall not contain foreign mineral substances, the maximum of ashes to be contained being 1 per cent.

"IV. That it contain at least 8.5 per cent of dry gluten.

"ART. 13. The use of any other mineral substance except salt (sodium chloride) in the making of bread and buns is forbidden.

"ART. 14. In the preparation of provisions containing lard the pure lard of hogs shall be employed.

"ART. 15. Bread and buns shall never be colored yellow with any other matter except the egg, and if advertised to contain that article of food they must really contain same."

ELECTRIC-POWER PLANT AT CEMORA.

The Guanajuato Power and Electric Company, which was recently incorporated with a capital of \$3,000,000, principally furnished by New York, Boston, and Denver parties, is to construct a 12,000 horse-power plant to be operated by water in Mexico for the purpose of furnishing electric energy for traction lines, manufacturing plants, and lighting use in two important cities, and supplying power for general utilization in six other Mexican towns and their vicinities. The originally granted franchises, etc., have been acquired from FRANCISCO GARCIA and CARLOS M. REIBIO, both of the city of Guanajuato. Mr. C. A. COFFIN, president of the General Electric Company; Messrs. CURTIS & PECK, of Colorado Springs; Mr. BONWRIGHT, a prominent Denver banker, and Mr. ADAMS, a Boston capitalist, are said to be largely interested in the enterprise. The main plant is to be built in Cemora and power will be conveyed to the city of Guanajuato by means of a transmission line no less than 125 miles in length. This line will be the second longest line ever constructed, the record length so far having been made by the Bay Counties Power Company, of California, whose line is 222 miles long. While it has not yet been determined what the exact voltage will be of the proposed Mexican line, it is estimated that it will not be less than 40,000 volts.

The city of Guanajuato is in the center of one of the largest mining districts in Mexico, and several of the mines will be operated by electrical power to be derived from the Cemora plant. The Compañía de Tranvías de Guanajuato (the Guanajuato Tramways Company), a horse road somewhat over 2 miles long, will be converted into electric motive power and considerably extended, and the city will be lighted electrically. In the first instance, the city and its immediate neighborhood will utilize 2,000 horse-power. The flourishing city of Leon is also to be furnished at the outset with the same number of units. The Tranvías de Leon (the Leon Tramways), a mule road about 7 miles in length, will be turned into an electric system, and several of the large factories in and around the city are to be supplied with power and light. Pénjamo, Irapuato, and four other towns in the State of Guanajuato will also be furnished with power by the company. Construction work has already begun, and the entire system is expected to be completed inside of two years. It is estimated that nearly \$2,500,000 will be expended in material, equipment, etc., all of which will be purchased in the United States.

PUBLIC WORKS AT TAMPICO.

A report forwarded to the Department of State of the United States by SAMUEL E. MAGILL, Consul at Tampico, Mexico, contains the following interesting data concerning the various improvements under construction in the Tampico district on April 14, 1902:

"With the addition of a shipment of structural iron, soon to arrive, the fiscal or Government dock will be completed at Tampico. This dock was begun in October, 1901, to replace a pile and timber dock which was destroyed by fire in February, 1898, and will be the first dock in the world of this special construction. It is 2,800 feet long and 80 feet wide, a steel and cement structure resting on cylinders of steel sunk to depths of from 20 to 60 feet, filled with cement, which rests on 50-foot piles driven through to the bottom of the sunken cylinders. One thousand feet of the dock alongside of the custom-house is covered by a steel shed, roofed with galvanized iron. The dock is located at the foot of one of the principal streets of Tampico and will be able to accommodate at one time eight large steamers. With the exception of the cement and the galvanized iron, the machinery and the material used came from the United States. The work has been in charge of a Kansas company. When completed the dock will be a splendid example of American engineering ability and constructive capacity, as well as of the quality of the public works desired by the Mexican Government at this port.

"Another improvement of interest to this district is the contract made by the Government with two United States citizens to deepen and straighten the channels in the Panuco River and some of its most important branches--Tamuin, Tempoal, and Coy. Two corps of engineers are out now, and one special river dredge is at work. This enterprise will greatly facilitate the exchange of business between Tampico and that portion of the fertile Huasteca not reached by railroads, and will bring to this port for shipment many natural products that would otherwise be unmarketable. The cost to the Mexican Government of these improvements can only be roughly estimated, but the value of the investment is unquestioned.

"Another public work is the construction of a canal between this port and Tuxpan, a port about 100 miles south of Tampico, to which a very rich country is tributary, which has never been adequately developed because boats drawing over 7 feet of water could not cross the bar of the Tuxpan River.

"The plans of United States engineers for this work have been accepted. A large dredge and suitable boats have been ordered from Chicago manufacturers, a force of American skilled labor has been secured, and work will be under full headway by next fall. The cost of this work will approach \$2,000,000, but its value to Tampico will far exceed that figure.

"The Federal Government is considering bids for the construction of sewerage, waterworks, drainage, and pavement for the city of Tampico.

"The system by which public works have been carried on in this city and harbor is worthy of note, as it differs from that in use in the United States and offers some striking advantages.

"A public improvement being decided upon, plans are selected and approved, a competent engineer appointed, surveys made, and the work proceeds under the sole charge of the superintendent. All bills for material, machinery, wages, and supplies of all kinds, after approval by the Government inspector, are presented to the Department of Public Works, and, after approval there, a voucher is issued for the amount of the monthly statement, plus 10 per cent, which percentage is the pay of the superintendent in lieu of profit or loss. By this means the Government gets the best material, for there is no advantage to the superintendent if poor quality is selected; the best of labor is employed at good wages, so there is no such thing as a strike to impede the work; and there are no subsequent official investigations to locate the responsibility for poor work or material.

"Under such an arrangement as the above the splendid jetty works at the mouth of the river and the modern custom-house were finished, the Mexican Central Railway having the work in charge."

THE HEMP-GROWING INDUSTRY.

The "Statistical Bulletin" (Boletín de Estadística) of Mérida has recently published statistics concerning the exportation of hemp (*henquén*) in the period covered by the years 1897-1901, inclusive. The data reported is as follows:

	Kilograms.
1897	70,545,153
1898	68,834,268
1899	73,190,896
1900	81,093,418
1901	83,191,007

The advancing ratio of these exports is shown from the fact that in 1901 the excess of exports over 1897 was 12,645,854 kilograms; over 1898, 14,356,739; over 1899, 10,000,111, and over 1900, 2,097,589. The outlook for 1902 indicates even greater activity in the development of hemp growing in the Republic, and it is stated that in the district of Mutul, Yucatan, several establishments have combined for the purchase of large quantities of machinery of the most improved kinds for cleaning the fiber of the plant rapidly without breaking or cutting it.

The value realized for the *heniquen* exported from Yucatan during the five months of 1901 from July to November, inclusive, was \$9,352,911, against \$5,909,888 in the same period of 1900, an increase of \$3,443,023. The *heniquen* manufactured into rope, sacks, etc., and

distinguished from the crude fiber as *jarcia* and exported as such, in the same months of 1901, amounted to a valuation of \$714,500, as against \$76,391 in the corresponding period of the preceding year, an increase of \$638,199. It is estimated that there are now in use on the various heniquen plantations in Yucatan fully 1,400 machines for cleaning the fiber, and that there are at least 1,200 distinct plantations in the State devoted to its culture. One of the largest produces annually from 375,000 to 400,000 pounds of clean fiber ready for shipment.

CLOTH FACTORIES OF THE REPUBLIC.

An evidence of the material prosperity of the Mexican Republic as well as of its rapid development is found in the number of cloth factories operating within the country. These factories are 125 in number, the State of Puebla leading with 26, and followed closely by Coahuila, the Federal District, Vera Cruz, and Tlaxcala. The number of establishments located in the different States and Territories is as follows: Puebla, 26; Coahuila, 11; Federal District, 10; Vera Cruz, 10; Tlaxcala, 10; Durango, 8; Guanajuato, 7; Mexico, 7; Michouacán, 4; Nuevo Leon, 4; Querétaro, 4; Sinaloa, 4; Jalisco, 4; Chihuahua, 3; Oaxaca, 3; Tepic, 3; Colima, 2; Hidalgo, 1; Chiapas, ; Guerrero, 1; San Luis Potosi, 1; Sonora, 1. The Vera Cruz district contains the four largest and most important factories of the Republic, as follows: The Vera Cruz Industrial Company, paying an occupation tax of \$53,811 semi-annually; the Nogales, Cerrito, and Rio Blanco factories in Orizaba, owned by the Orizaba Industrial Company and paying \$111,727. Next in order is the San Antonio factory, situated in the City of Mexico and owned by the San Antonio Industrial Company, which is taxed \$22,019. The Miraflores factory, situated at Tlamanaleco in the State of Mexico, also owned by the San Antonio Industrial Company and which is taxed \$18,270, is another large establishment, while others of importance are the Santa Teresa and Magdalena and the Estrella at Parras, Coahuila.

RICE CULTURE IN COLIMA.

A recent article published in "El Economista Mexicano" states that the cultivation of rice in the State of Colima has increased considerably during the last few years. The total production of this important article in the State referred to, amounted, in 1901 to 2,484 tons of 1,000 kilograms each, the value of which, at the rate of 10 pesos per 1,000 kilograms, was \$180,000 Mexican silver. The various rice fields in operation in the State employ about 3,000 laborers, whose average wages vary from 25 to 35 cents Mexican silver per day. The greater part of the rice grown in Colima is exported through the port of Manzanillo to San Francisco and other cities on the Pacific coast.

EXPORTATION OF RAWHIDES.

The exportation of rawhides from Mexico to the United States and France has caused the stock of leather on hand for local consumption to diminish to such an extent that dealers in leather in the Republic have experienced great difficulty in supplying a sufficient quantity to meet the home consumption. The price of this article has, therefore, rapidly risen in the markets of Mexico, Guadalajara, Mazatlan, Chihuahua, and Tampico. The manufacturers of harness and other leather goods are complaining of the scarcity and high price of hides, which they claim is caused by the increased exportation to the United States and Europe of this useful product.

MARITIME POSTAL SERVICE WITH ENGLAND.

A contract has been signed between the Mexican Government and the Charente Steamships, Limited, to establish maritime postal service between England and Mexico. The steamers are to sail twice a month from Liverpool, making bimonthly stops at Tampico and Vera Cruz. Calls must also be made, either going or coming, at the other Mexican ports of Tuxpán, Coatzacoalcos, Frontera, Laguna, Campeche, and Progreso. The vessels will land at Barbados, St. Thomas, Trinidad, La Guaira, Puerto Cabello, Curaçao, Santa Marta, Savannah, Cartagena, Port au Prince, Kingston, Colon, and New Orleans. Ten metric tons of merchandise will be carried for the Mexican Government free of charge, the compensation being fixed at a 40 per cent reduction on the tonnage dues established in 1898.

OFFICES FOR PARCELS-POST PACKAGES FROM THE UNITED STATES.

Pursuant to the request of the Postal Administration of Mexico, it has been ordered that until otherwise directed the weight of parcels-post packages dispatched from the United States to Mexico be limited to 4 pounds 6 ounces (2 kilograms); except that packages weighing not more than 11 pounds (5 kilograms) may be dispatched when addressed for delivery at one of the following Mexican post-offices:

Post-office.	State.	Post-office.	State.
Acazingo.....	Puebla.	Apizaco.....	Tlaxcala.
Acámbaro.....	Guanajuato.	Aripe.....	Sonora.
Acaecoh.....	Yucatán.	Ascención.....	Chihuahua.
Acapulco.....	Guerrero.	Atlixco.....	Puebla.
Acapulco.....	Tepec.	Atotonilco el Alto.....	Ialisco.
Aguascalientes.....	Aguascalientes.	Atotonilco el Grande.....	Hidalgo.
Ahuacatlán.....	Tepec.	Autlán.....	Ialisco.
Alvarado.....	Veracruz.	Balanacán.....	Tabasco.
Altar.....	Sonora.	Batopilas.....	Chihuahua.
Atlixco.....	Do.	Bustamante.....	Nuevo Leon.
Atlixco.....	Sinaloa.	Caderevit Jimenez.....	Do.
Atlixco.....	Chihuahua.	Calpulhuan.....	Tlaxcala.
Atlixco.....	Jalisco.	Campeche.....	Campeche.
Atlixco.....	Mexico.	Camargo.....	Tamaulipas.
Atlixco.....	Michoacán.	Cañitas.....	Zacatecas.
Atlixco.....	Hidalgo.	Cárdenas.....	San Luis Potosí.
Atlixco.....	Guajuato.	Do.....	Tabasco.

Post-office.	State.	Post-office.	State.
Casas Grandes	Chihuahua.	La Piedad	Michoacán
Catorce	San Luis Potosí.	La Paz	Baja California.
Cedral	Do.	La Quemada	Guamajuato.
Celsaya	Guajuato.	León	Do.
Cerralvo	Nuevo León.	Linares	Nuevo León.
Cerritos	San Luis Potosí.	Las Palomas	Chihuahua.
Ciudad Juárez	Chihuahua.	Magdalena	Sonora.
Ciudad Porfirio Díaz	Coahuila.	Marzamilla	Colima.
Ciudad del Mariz	San Luis Potosí.	Mapiqui	Durango.
Ciudad Victoria	Tamaulipas.	Maravatio	Michoacán.
Ciudad Guerrero	Do.	Mascota	Jalisco.
Ciudad Lerdo	Durango.	Matamoras	Tamaulipas.
Ciudad de Valles	San Luis Potosí.	Matamoras de la Laguna	Coahuila.
Ciudad Guzmán	Jalisco.	Matemba	San Luis Potosí.
Coutepec	Veracruz.	Mazatlán	Zacatecas.
Coatzacoalcas	Do.	Mérida	Simón.
Colima	Colima.	México	Yucatán.
Colonia Díaz	Chihuahua.	Méxtilán	Federal District.
Colonia Juárez	Do.	Mier	Hidalgo.
Concepción del Oro	Zacatecas.	Mimatlán	Tamaulipas.
Concepción Guerrero	Chihuahua.	Mineral del Oro	Veracruz.
Córdoba	Veracruz.	Mineral de Pozos (Ciudad Porfirio Díaz)	México.
Cosamaloapam	Do.	Mineral de Pozos (Ciudad Porfirio Díaz)	Guamajuato.
Cuatro Ciénegas	Coahuila.	Mosquito	Simón.
Cuautlan	Morelos.	Montecristo	Tabasco.
Cuicatlan	México.	Monterrey	Nuevo León.
Cuicatlan	Durango.	Monclova	Coahuila.
Cuernavaca	Morelos.	Montemorelos	Nuevo León.
Cuicatlan	Oaxaca.	Morelia	Michoacán.
Cuicatlan	Simón.	Motul	Yucatán.
Chacaltanguis	Veracruz.	Mulegé	Baja California.
Chalco	México.	Múzquiz	Coahuila.
Chalchicomula	Puebla.	Nava	Do.
Chalechihuites	Zacatecas.	Nogales	Sonora.
Chareas	San Luis Potosí.	Do	Veracruz.
Chiantempam	Tlaxcala.	Nuevo Laredo	Tamaulipas.
Chiantla	Puebla.	Oaxaca	Oaxaca.
Chihuahua	Chihuahua.	Ocotlán	Jalisco.
Chilapa	Guerrero.	Ocotlán de Morelos	Oaxaca.
Chilpancingo	Do.	Ojinaga (Las Palomas)	Chihuahua.
Cholula	Puebla.	Orizaba	Zacatecas.
Dolores Hidalgo	Guamajuato.	Otumba	Veracruz.
Durango	Durango.	Pachuca	México.
Encarnación	Jalisco.	Palizada	Hidalgo.
Ensenada	Baja California.	Pánuco	Campeche.
Ensenada de Todos Santos	Do.	Papantla	Veracruz.
Escalón	Chihuahua.	Paríán	Do.
Esperanza	Puebla.	Parras	Oaxaca.
Eloto	Simón.	Paso del Macho	Coahuila.
Fortín	Veracruz.	Pátzcuaro	Veracruz.
Fresnillo	Zacatecas.	Pénjamo	Michoacán.
Frontera	Tabasco.	Perote	Guamajuato.
Fuerte	Simón.	Pichucado	Veracruz.
Guadalajara	Guadalajara.	Progreso	Chiapas.
Guadalupe y Calvo	Chihuahua.	Puebla	Yucatán.
Guanacavi	Durango.	Puerto Ángel	Puebla.
Guamajuato	Guamajuato.	Puruanillo	Morelos.
Guaymas	Sonora.	Querétaro	Oaxaca.
Gutiérrez Zamora	Veracruz.	Real del Monte	Michoacán.
Gómez Palacio	Durango.	Renta	Querétaro.
Hermosillo	Sonora.	Reynosa	Coahuila.
Hidalgo del Parral	Chihuahua.	Rincón de Romos	Tamaulipas.
Huamantla	Tlaxcala.	Río Verde	Aguascalientes.
Huatusco	Veracruz.	Rosario	San Luis Potosí.
Iguala	Guerrero.	Sabins	Simón.
Irapuato	Guamajuato.	Saltillo	Coahuila.
Irolo	Hidalgo.	Salvatierra	Do.
Inclé	Durango.	Saltinas	Guamajuato.
Isla del Carmen	Campeche.	Saltinas Cruz	Do.
Ixtlahuaca	México.	Saltinas del Peñón	Oaxaca.
Ixtlán	Tepec.	Saltinas Victoria	San Luis Potosí.
Izamal	Yucatán.	San Andrés Tuxtla	Nuevo León.
Izúcar Matamoros	Puebla.	San Buenaventura	Veracruz.
Jalapa	Veracruz.	San Cristóbal las Casas	Chihuahua.
Jerez	Zacatecas.	San Dimas	Chiapas.
Jiménez	Zacatecas.	San José de Gracia	Durango.
Jimulco	Chihuahua.	San José del Cabo	Simón.
Jonutla	Coahuila.	San Luis Potosí	Sinaloa.
Jonacatepec	Morelos.	San Juan Bautista	San Luis Potosí.
Jonuta	Do.	San Pedro de las Colonias	Baja California.
Juchitán	Tabasco.	San Marcos	Tabasco.
La Esmeralda	Oaxaca.	San Juan de los Rlanos	Coahuila.
La Morita	Coahuila.	San Juan del Río	Puebla.
La Barea	Sonora.		Do.
Lagos de Moreno	Jalisco.		Querétaro.
Lampazos	Do.		
	Nuevo León.		

Post-office.	State.	Post-office.	State.
San Juan Evangelista.....	Veraeruz.	Texcoco	México.
San Blas	Tepic.	Ticul	Yucatán.
San Felipe	Guanajuato.	Tijuana	Baja California.
San Juan de Allende.....	Coahuila.	Tlaxokob	Yucatán.
San Luis de la Paz.....	Guanajuato.	Tlaxcala	Tlaxcala.
San Martín Texmelucan.....	Puebla.	Tlaxcalapam	Veraeruz.
San Miguel de Allende.....	Guanajuato.	Tlaltzapam	Morelos.
San Miguel del Mezquital.....	Zacatecas.	Tlalmanalco	México.
Santiago Ixcuintla.....	Tepic.	Tlapa	Guerrero.
Santiago Papasquiaro.....	Durango.	Tollimán	Querétaro.
Santiago Tuxtla.....	Veraeruz.	Toluca	México.
Santa Ana.....	Sonora.	Tonalá	Chiapas.
Santa María del Oro.....	Durango.	Torres	Sonora.
Santa Rosalía.....	Baja California.	Torreón	Coahuila.
Santa Rosalía Cuamargo.....	Chihuahua.	Tulancingo	Hidalgo.
Sierra Mojada	Coahuila.	Tula de Tamaulipas.....	Tamaulipas.
Sihao	Guanajuato.	Tula	Hidalgo.
Simaloa	Simaloa.	Tuxpam	Veraeruz.
Saltepec	Thaxcala.	Tuxtla Gutiérrez.....	Chiapas.
Sombrotete.....	Zacatecas.	Teziutlán	Puebla.
Tantoyuca	Tamaulipas.	Tres	Sonora.
Tantoyuca.....	Veraeruz.	Uruapan	Michoacán.
Tapanahuiz.....	San Luis Potosí.	Valle de Bravo	México.
Tapachula.....	Chiapas.	Valle de Santiago.....	Guanajuato.
Taxco.....	Guerrero.	Venaudo	San Luis Potosí.
Tecamachalco.....	Puebla.	Venadito	Coahuila.
Tehuacán.....	Do.	Vera Cruz.....	Veraeruz.
Tehuantepec.....	Oaxaca.	Villa Aldama.....	Nuevo León.
Tenancingo.....	México.	Villa García	Do.
Tenosique.....	Tlaxcala.	Villanueva.....	Zacatecas.
Tecocaltiche.....	Jalisco.	Villa Unión.....	Simaloa.
Teoloyucán.....	México.	Yautepec	Morelos.
Tepic.....	Tepic.	Zacatecas.....	Zacatecas.
Tepicota.....	Puebla.	Zamora	Michoacán.
Tepicula.....	Jalisco.	Zimapécuaro.....	Do.
Texas	Yucatán.	Zitácuaro	Do.

PACKING HOUSE AT CHIHUAHUA.

A recent development in the live-stock industry of the Republic of Mexico is the establishment at Chihuahua of a large packing establishment where meats and beef extracts will be prepared for the market. The packing houses of Chicago and Kansas City draw large supplies of their cattle from Mexico, but with the successful initiation of this new industry cattle owners will find a home market for their supplies. The freight and tariff conditions of the country operate so as to give the native packing house a practical monopoly within the limits of the Republic, and an agency is also being established in London for the purpose of doing a foreign business.

ADDITIONAL IMPORT DUTIES AT VERA CRUZ.

Consul W. W. CANADA, of Vera Cruz, reports under date of March 24, 1902, that by an Executive Decree an additional tax of 2 per cent (instead of 1½ per cent, as heretofore) of the total amount of customs duties is now collected from all foreign merchandise imported into Mexico through the port of Vera Cruz. The proceeds are to be applied to the sewerage and waterworks now under construction in the city.

IRRIGATION IN THE STATE OF SONORA.

The Department of Public Works has entered into a contract with Mr. ANGEL ALMADA by which the latter is allowed to use the waters

of the Mayo River, in the State of Sonora, for irrigation purposes. The irrigation canal which the concessionaire agrees to construct will tap the Mayo River at a place at or near the point known as "Tierra Colorada," and will have a flow of water not exceeding 10,000 liters per second.

MISCELLANEOUS NOTES.

Consul-General P. C. HANNA reports to the Department of State, Washington, from Monterey, April 16, 1902, that a company, known as the Mexican White Lead Company, was formed a short time since at Gomez Palacio, Coahuila, with a capital of \$100,000. The lead found at that place is said to be pure and of an excellent quality. The duty on white lead is high, says Mr. HANNA, and the company expects to be able to supply the product much more cheaply than it can be imported from the United States.

The mining industry in all parts of Mexico, it is said, has never in the history of the Republic been so active as at present. The exportations of United States machinery and supplies to that country have been extremely large. It is stated that the shipments of mining machinery from America to the Southern Republic are fully 100 per cent over those of last season, and it is estimated, on very conservative calculation, that fully \$15,000,000 have been invested in Mexican mining properties within the past few months.

The Development Company of America is reported to have purchased from H. C. SMITH, of San Francisco, and I. R. DAVIS, of Wisconsin, a large tract of timber land, located about 50 miles south of Casas Grandes, the terminus of the Rio Grande, Sierra Madre and Pacific Railway, in the State of Chihuahua, Mexico. The purchase price is said to have been \$1,000,000 gold.

Mexican advices state that a concession has been applied for by ALEJANDO FIGUEROA for the construction of a railway between the flourishing city of Torreon to Gomez Palacio, Ciudad-Lerdo, Mapimi, Inde, El Oro, and Parral, a total distance of about 150 miles. The principal traffic, it is said, would be ores, mostly from the copper mines in that region.

A charter has been granted by the Mexican Government to VICENTE SILVA and ALBERTO CARDENA, permitting of the use of power, not exceeding 3,000 liters per second, to be derived from the waters of the river Lerma that pass through the dam of the Hacienda de Molinos de Caballero, district of Maravatio, State of Michoacan.

The "Mexican Herald" states that applications for a charter and concession are being drawn up for a savings bank to be established in Monterey. German capitalists are behind the scheme. The new institution will be operated on the line followed by similar banks in the United States.

Demand in the United States for Mexican bananas is such that the crop is insufficient. Purchasing agents in the States of Veracruz, Morelos, Nuevo Leon, and Jalisco are buying entire crops and contracting for future productions.

The fact that a locomotive of Mexican construction has just been exported to the United States is a significant fact, one of the many signs of Mexican industrial and manufacturing progress.

NICARAGUA.

THE DISINFECTION OF HIDES.

On April 29, 1902, O. L. SPAULDING, Assistant Secretary of the Treasury of the United States, dispatched a Department order to the collector of customs of New York touching the disinfection of hides of neat cattle invoiced for shipment to the United States from Nicaragua. The text of the communication is as follows:

"Information having been received through the Secretary of State and Secretary of Agriculture that contagious cattle diseases do not exist at present in Nicaragua, the Department's instructions of December 7, 1901 (T. D. 23392), requiring the disinfection of the hides of neat cattle invoiced for shipment to the United States from the consular district of San Juan del Norte, are hereby withdrawn.

"O. L. SPAULDING,
"Assistant Secretary."

PARAGUAY.

COMMERCE WITH URUGUAY, 1896-1900.

A recent number of the "Commercial Bulletin" of Asuncion contains some interesting statistics concerning the commerce between Paraguay and Uruguay from 1896 to 1900, inclusive. During the period mentioned the exports from Uruguay to Paraguay consisted of only \$558 in 1896, there having been no shipments of Uruguayan goods to Paraguay during the other years referred to. The exports from Paraguay to Uruguay have, however, constantly increased since 1896, as will be seen from the following table:

1896.....	\$77,343
1897.....	93,376
1898.....	107,434
1899.....	132,529
1900.....	168,846

TEXTILE PLANTS AND DYEWOODS.

According to Dr. DE BOURGRADE LA DARDYE, a well-known writer on Paraguayan matters, the forests of Paraguay abound in textile plants, many of which are capable of being utilized for industrial purposes, and as they have long been known to the inhabitants a good deal of practical information can be obtained about them. Since the introduction of European fabrics there has been much less weaving than formerly. The people have found it much more convenient to buy their goods ready-made than, with their meager appliances, to manufacture for themselves. This has had the effect of letting certain of the qualities of the textile plants be forgotten, and even the names of some of those mentioned by writers of former times have faded from the memory of the present inhabitants.

Three kinds of cotton are grown in Paraguay—the *Gossypium herbaceum*, the *Gossypium vitifolium*, and the *Gossypium arboreum*. There is another variety called in Guarani "mandypyty" (red cotton), which yields a fiber that is woven into the pretty brown *ponchos* that are still worn by some of the natives of the country. All these varieties are known in Guarani by the general name of "mandyú." The fiber of all is white, more or less pure, the longest of them being that of the *Gossypium herbaceum*. No higher testimony need be sought for it beyond what was given in its favor, in 1860, to Colonel DU GRATY by some of the leading merchants in Antwerp, who said that "Paraguay cotton is an excellent product, being both long and fine, and similar in quality to the best Brazilian sorts." At present its culture is reduced to a minimum, the official statements for 1889 showing only 12 acres planted with it, as compared with 23,300 acres in 1863. The enormous difference is of course to be readily explained by the different circumstances of the country, which at the earlier date had to provide the cotton fabrics for its own requirements and which are now met by the importation of foreign manufactures, the land being for the most part devoted to the production of food. Cotton growing consequently appears to promise satisfactory results. The quality that can be grown is of such superior character as to insure an increasing demand.

Ramie grows wild in Paraguay, sometimes attaining a height of 4 or 5 feet in the damp soil of the virgin forest. Two varieties are found in the vicinity of the rivers, viz, *Urtica utilis* and *Urtica nivea*. M. ARTECONA, of Asunción, who has made experiments upon this native plant, has found that without any cultivation at all eight gatherings may be made in the course of one year. Such a number may appear excessive, and it is more than likely it could never be maintained in the open country outside the forests; the warm, moist atmosphere of the underwood in South America is very different from the air of the fields;

but even allowing that four gatherings a year could be got in, this would be a yield greater than is obtained in any other country.

Ibyra and caraguata grow wild and in a profusion that would insure an unbounded supply for a long time without any cultivation at all. These two members of the family of the *Bromeliaceæ* are well worth the attention of settlers in the vicinity of Asunción. They are both of a kindred species to the pineapple, bearing a wild fruit that has a flavor which is by no means disagreeable. Of the two the ibyra is the more valuable. Its flexible leaves grow in clusters, and are often 12 feet in length. There are two varieties, one with a white edge, growing on the skirts of the forests; the other of a reddish hue, to be found in the forest itself. In some parts of the country the ground may be said to be literally covered with ibyra, especially around Arroyos y Esteros and Caraguata; in fact, the latter town has derived its name from the *Bromeliaceæ* its neighborhood. One man with a machete can cut several loads a day, and the plants grow up again in six months, so that two gatherings may be made every year from the same spot. The fiber runs along the entire length of the leaf, and is altogether a unique product. It does not rot, and has an unexampled power of resistance. Strength, fineness, and durability are the principal characteristics. The paper that is produced from this material is at once strong and supple, and of a quality superior to that which is usually employed for bank notes. After lying for six hours in a vessel exposed to the action of steam all the pulpy part disappears from the leaf, leaving only a thin pellicle, inside which the fibers are left, in their natural position, separate and distinct. Before the fiber could be rendered fit for weaving this pellicle would have to be removed, but for paper it presents no difficulty. For a time, then, it may be necessary to confine the manipulation of ibyra to the less costly and laborious process, which, including gathering and packing, can all be got over in three days.

Very much the same may be said with respect to caraguata, except that, the fiber being coarser, it is better adapted for ropes and twine. Unquestionably there must be a fine opportunity for an energetic manufacturer to start a business in this line, if it were only to meet the local demand.

The two kinds of palms that supply the most serviceable material for spinning are the mbocaya and the yatahy. The former (*Cocos sclerocarpa*) has leaves of a considerable length, containing a fine strong fiber that in some respects resembles the caraguata. It is very easily peeled, and all over the country a great variety of uses is found for it. The Indians apply it to many domestic purposes; they likewise make it into nets, which are capable of any amount of wear, and fabrics are woven out of it that are very soft in texture and take an excellent dye.

Yatahy can not be said to be so generally useful. It is used for

making string, and for hats and fans; but it is a plant that has its own special value on account of a farinaceous pith that is extracted from the stem, and a spirit that is made from the fermented fruit.

Samuhú is the plant that produces what is known as "vegetable silk." It is closely allied to the cotton tree, inasmuch as the *bombacææ*, to which it belongs, and the *gossypium* are both genera of the *Malvaceæ* tribe. As the down is very short it has not the industrial value of cotton, but it has a luster and flexibility which make it very similar to floss silk.

There are several varieties of Samuhú belonging to different genera of the *Malvaceæ*. One of these is known in the Argentine Republic as "polo barracho;" it has a straggling growth by which it can be distinguished at a great distance along the river banks, and from which it derives its Brazilian name of "barrigudo" and its botanical definition of *bombax ventricosa*. One variety is native to the Ygatini valley, the unripe fruit of which is remarkable for the great diversity of colors it presents. The trunk, which is straight and perfectly cylindrical, is sometimes 70 feet high, and is covered with long thorns. The Indians do not utilize the down; they use only the strong fibrous substance that is found underneath the bark. Out of the trunk itself they make their light canoes. Another variety is found on the Jejuy and Upper Paraná; it is a creeper, growing to a great height, and known among the natives as "ysipo-samuhú." In Matto Grosso the down is much in request for stuffing pillows and cushions.

Guembepi belongs to the *Aroidææ* family (*polhos pinnatifida*); it is a creeper, known in certain districts as "mbegueqi." It is most frequently found hanging down from the tops of the tallest trees in the forest. The filaments that are taken from the bark are of unrivaled length and durability. They are so black that all the ropes into which they are twisted have a marked character of their own. It was because they can be kept so long in water without rotting that Lopez used them for his ships. It has been proved that in heavy work, where hemp ropes have given way, those made of guembeqi have often been able to bear the strain. This material seems destined to be of great importance in the rope-making industry.

Caaporopy, which is another of the *Urticæææ* family, produces a thread which may be woven like flax. It grows near inhabited places in the same way as the common nettle, and with comparatively little outlay might be made a source of profit.

Other native plants from which textile material may be obtained are: Banana; the *pino-guazu*, or great wild nettle; the *pyta*, or American aloe; the *cururu-iby*; the *chaguara*; the *guembe*; the *igun*; the *icipo curuzu-y caatpeba*; the *mbocaya-saite*; the *payagua rembiú*; the *yuacarínina*; the *yatai*, and the *caa-pigui*.

In regard to dyewoods in Paraguay, their value is evidenced by the fact that at the Paris Exhibition, in 1855, the Government of Para-

guay, having sent samples of fourteen dyes, received a first-class medal, and again, in 1889, it was awarded a gold medal as the result of competition in the same class.

It is necessary that these plants should be manipulated with modern appliances and by trained workmen; otherwise they will fail to be of proper service to commerce. A very insignificant outlay would suffice for this, and then the country would be in command of all the requirements for prosecuting the dyeing industry. A well-organized establishment for developing this design would have no lack of material, and could scarcely fail of success.

Following is a list of 26 of the plants that are utilized in the country in connection with the dyeing trade:

Black, 8 plants:

1. Arachi-chu (*Solanum nigrum*), nightshade.
2. Coca (*Erythroxylan tortuosum*). This must not be confounded with *E. Coca*, though it also contains a certain quantity of cocaine.
3. Timbo (*Enterolobium timbora*). It is the fruit of this which yields a jet-black tint.
4. Iboq', or Algarroba (*Prosopis dulcis*). The bark of this, which is very full of tannic matter, produces, when mixed with salts of iron, a fine black dye, which does not injure the tissue of fabrics submitted to it.
5. Muroci (*Byrsominia verbascifolia*). The coloring matter of this and the 3 following kinds is extracted from the bark.
6. Mechoacan (*Convolvulus giganteus*).
7. Urunday-mi (*Astronium urundeuiba*).
8. Tubicha moroti (*Cassia occidentalis*).

Violet, 1 plant:

9. Yuqueri pehy. From this plant either a violet or yellow dye may be obtained, according to the chemical base that is used as mordant.

Indigo, 2 plants:

10. Caa-hoby (*Indigofera tinctoria*). This is the true indigo, the extract of which is as fine as any in the market. All that has ever been sent to Europe has been bought up at a good price, but hitherto the manipulation has only been carried on in the most primitive fashion by the Indians and half-breeds.
11. Uruburetyma (*Eupatorium indigofera*). This plant, having the brilliancy of the true indigo, is often used to adulterate it.

Blue, 3 plants:

12. Caa-chira (*Oldenlandia carimbosa*). A very small plant, with a quadrangular stem, which produces a bright blue dye. According to Parodi, the same name is often given to one of the *indigofera*.
13. Nandy-pa (*Genipa americana*); the fruit of which yields a most effective blue dye.
14. Caa-lu-guazu (*Solanum verbascifolium*). This is used in two different ways. It is soaked in urine to produce a blue dye, so dark as to be almost black, or it is mixed with indigo to hasten fermentation.

Green, 1 plant:

15. Caa-hoby (*Cessus tinctoria*). The green dye extracted from this is not very durable and is liable in course of time to change into blue.

Yellow, 5 plants:

16. Chilea (*Baccharis calliprinos*). The blossom yields a tint of bright ocher.
17. Iyyo-yu, of the family of the *Escitaminez*. According to Parodi, this plant contains curcumine.

Yellow, 5 plants—Continued.

18. Mbuy-Ibotey-Sainba. The coloring matter in this is slightly resinous.

19. Caa-pa (*Maclura xanthoxyrum*).

20. Tata-y-iba (*Broussonetia tinctoria*).

Red, 6 plants:

21. Taiy-Picho-y (*Lapacho crespo*). The coloring matter of this, which is originally yellow, when treated with alkalis becomes first orange, then a bright red.

22. Caa-Tigua (*Trychilia catigua*).

23. Caa-acy (*Malpighia rosea*). The dye is a pale rose.

24. Caa-canga (*Galleium cangay*). This is very abundant in Paraguay; this root produces a very brilliant red, little inferior to madder. Du Graty says that the country people mix it with cochineal.

25. Uruca (*Bixa orellana*). Of the various tinctorial plants of South America, this is one of the most common; it gives the bright vermilion with which the Indians paint their bodies. The quantity of tannin it contains makes it a good dye; its properties are slightly astringent, but the quantity that has to be used is so minute that no ill effects can be entailed. To some extent it is used in coloring wine, and it would be interesting to know whether it could not be adopted as a substitute for some of those materials which are so deleterious. The urucu seeds could always be most easily procured, as the plant grows so abundantly.

26. Yerba de la piedra, a Lichen (*Usnea*). When treated with an alkali this plant yields a fine claret-colored dye, due to the development of usnic acid.

PERU.

EXPORTS OF SUGAR IN 1901.

The review entitled "El Auxilar del Comercio," of Lima, publishes, in a recent number, some interesting statistics giving the exportation of sugar through the port of Salaverry in 1901. The total number of sacks exported during the period referred to was 560,938, containing 58,057,082 kilograms of sugar, the destination of which is shown in the following table:

	Sacks.		Sacks.
New York	201,872	London.....	3,414
Chile	250,399	Pacific coast of South America..	6,271
Australia	36,280	Panama	50
Vancouver	24,039		
San Francisco	4,843	Total	560,938
Liverpool.....	33,820		

The following table indicates the principal places in the Republic in which this sugar was produced:

	Sacks.	Kilos.		Sacks.	Kilos.
Casa Grande.....	98,356	10,179,846	Vifita	8,965	927,877
Roma	120,258	12,446,703	Barraza	3,625	375,187
Sunsal	84,946	8,791,911	San Antonio	1,186	122,751
Cartavio	83,760	8,669,160	Socachisque	1,000	103,500
Laredo	33,582	3,475,737	Chiquitoy	9,943	10,285,456
Chicamita.....	19,063	1,972,917			

The exportation of sugar from the port of Salaverry in 1901 exceeds the exports of 1900 by 99,473 sacks, weighing 10,295,456 kilograms.

THE MINT AT LIMA.

According to an article prepared by Mr. ALEJANDRO GARLAND, and which was published in the February number of the "Bulletin of the National Society of Agriculture," the mint at Lima, in 1901, received 300,000 two-cent pieces into 600,000 one-cent pieces in order to meet the demands of commerce for the smaller coins. During the same period 330,000 silver *soles* were remelted into bar silver, which was shipped to London and sold as bullion, the proceeds being converted into pounds sterling in the form of gold coin and sent to Peru to be placed in circulation. This was done for the purpose of diminishing the number of silver *soles* in circulation, and in order to assure their valuation at the rate of 24s. each, or one-tenth of a pound sterling, maintaining in this manner the parity between 10 *soles* and £1 sterling. In order to further meet the demand for fractional coin, 152,000 pieces of silver of the value of 1 *sol* each have been melted and made into coins of the value of one-fourth and one-eighth of a *sol*, respectively.

The principal work of the mint, however, has been the coining of gold bullion into Peruvian pounds. During 1901 231 gold bars, weighing $642\frac{2}{1000}$ kilograms and containing $589\frac{6}{1000}$ kilograms of fine gold, were sent to the mint to be coined into Peruvian pounds. This quantity of gold, added to the stock on hand uncoined at the close of 1900, produced 81,255 Peruvian pounds, or £17,722 more than the total coinage in 1900. While some of the gold that was coined was imported, it is a notable fact that more than 95 per cent of the gold coined in 1901 was extracted from the gold mines of the Republic. In 1898, when the coinage of gold was first initiated in Peru, the Peruvian pound was at a premium, and this fact naturally attracted to the mint a considerable portion of the old gold remaining in the country in the form of trinkets, foreign coins, etc., which was melted into bars and coined into Peruvian pounds. Within the last three years, however, but little gold of this kind has been sent to the mint, so that the gold coined during that period came almost entirely from the output of the mines of the Republic. The following table shows the coinage of Peruvian pounds from 1898 to 1901:

1898	£40, 103
1899	33, 835
1900	63, 533
1901	81, 255
Total	218, 726

The exports of gold from Peru in 1901 have not yet been compiled, but the data obtainable up to the present time indicate that they will exceed those of 1900 by about 2,500 kilograms. The gold production

in 1901 of the Inca Mining Company at Carabaya was 1,500 kilograms, 900 of which were exported, and it is believed that the output of this company in 1902 will greatly exceed that of 1901. The Chuquitambo Gold Mining Company, of London, has a number of mines in the auriferous district of Quinua, near the famous Cerro de Pasco mines, and is making improvements in its reduction works that will enable it to treat more than 100 tons of gold ore daily. The gold mines of Anguray are also in a position to produce more gold bullion than heretofore, so that the probabilities are that the mines of Peru will furnish in 1902 more gold bullion for coinage than will be required to meet the demands of commerce.

SALVADOR.

TARIFF MODIFICATIONS.

The following modifications of the tariff law of the Republic of Salvador, as published in the "Diario Oficial," have become operative according to Executive Decree:

"I. Ordinance of October 18, 1901, in reference to the exemption from duty on bags containing export coffee.

"It has been ordered that in applying the law of May 17, 1901, granting exemption from duty on bags containing coffee intended for exportation, the export duty on coffee is to be charged according to net weight, 2½ pounds per bag being deducted from the total gross weight.

"II. Ordinance of October 19, 1901, respecting the régime applicable to shoemakers' non-twisted linen or hempen thread.

"In virtue of this ordinance, shoemakers' non-twisted linen or hempen thread is to be dutiable under tariff No. 21, at the rate of 30 *centavos* per kilogram.

"III. Ordinance dated October 23, 1901, providing for the customs treatment of rye flour.

"This ordinance provides that rye flour, not being specified in the tariff in force, shall be dutiable according to No. 57 at the rate of 2 *centavos* per kilogram.

"IV. Ordinance dated October 23, 1901, providing for the customs treatment of socks of Scotch yarn and imitations.

"This ordinance provides that socks of Scotch yarn and imitations thereof are to be taxed under No. 14, at the rate of 1 *peso* 50 *centavos* per kilogram.

"V. Ordinance of November 23, 1901, establishing the régime applicable to electric ventilating fans.

"In pursuance of above-named ordinance, electric ventilating fans not specially mentioned in the tariff shall be classed in No. 315, subject to a duty of 30 *centavos* per kilogram.

"VI. Ordinance of January 1, 1902, temporarily authorizing free entry of maize and beans.

"By virtue of this ordinance maize and beans necessary for consumption may, during one year, be imported duty free. These commodities shall likewise be exempt from warehouse charges.

"VII. Ordinance of January 8, 1902, assessing the duty payable on small round ointment boxes of wood.

"Under this ordinance small round ointment boxes of wood, common, turned on the lathe and unvarnished, shall be dutiable at the rate of 15 *centavos*."

TELEGRAPH AND TELEPHONE SYSTEMS OF THE REPUBLIC.

A recent report of the Director-General of the Department of Telegraph and Telephones of the Republic shows that there were 138 telegraph and 61 telephone offices in operation in Salvador in 1901, as compared with 117 telegraph and 49 telephone offices, in 1900. The number of employees in 1901 in the two branches of the Government service referred to was 433. The telegraph system of the country in 1901 consisted of 2,098 miles of telegraph lines, as compared with 2,029 miles in 1900. There were 1,032 miles of telephone lines in operation in 1901, as compared with 959 miles in 1900. The total length of the telegraph and telephone systems of the nation in 1901 aggregated 3,130 miles. In the 61 telephone offices in operation in 1901 there were 282 instruments employed in the Government service and 202 for private individuals. The number of official messages sent over the wires in 1901 amounted to 232,819, while the number of private telegrams rose to 397,310. The charges for transmitting these telegrams were \$197,573.55. The receipts in 1901 for the forwarding of cablegrams over the Government wires were \$66,797.28, of which amount the cable company received \$62,782.04, leaving \$4,015.24 as the part corresponding to the Government for this service. The total receipts in 1901 from telegraphs and telephones aggregated \$344,406.74. The expenses of operation for the year, in both departments, were \$325,444.99, which amount deducted from the gross receipts leaves a net profit to the Government during the period referred to of \$18,961.75.

UNITED STATES.

TRADE WITH LATIN AMERICA.

STATEMENT OF IMPORTS AND EXPORTS.

Following is the latest statement, from figures compiled by the Bureau of Statistics, United States Treasury Department, showing the value of the trade between the United States and Latin-American countries. The report is for the month of March, 1902, with a comparative

statement for the corresponding month of the previous year; also for the nine months ending March, 1902, as compared with the corresponding period of the fiscal year 1901. It should be explained that the figures from the various custom-houses, showing imports and exports for any one month, are not received at the Treasury Department until about the 20th of the following month, and some time is necessarily consumed in compilation and printing, so that the returns for the month of March, for example, are not published until some time in May.

IMPORTS OF MERCHANDISE.

Articles and countries.	March—		Nine months ending March—	
	1901.	1902.	1901.	1902.
Chemicals:				
Logwood (<i>Pailecampeche; Palo de campeche; Campeche</i>):				
Mexico		\$7,614	\$6,964	\$17,130
Coal, bituminous (<i>Carbón bituminoso; Carvão bituminoso; Charbon de terre</i>):				
Mexico	\$7,746	627	51,182	7,116
Cocoa (<i>Cacao; Cacao ou cacao cru; Cacao</i>):				
Central America		486	3,069	2,071
Brazil	155,666	52,013	713,029	891,764
Other South America	83,698	88,079	1,333,905	1,388,897
Coffee (<i>Café; Café; Café</i>):				
Central America	968,811	745,080	2,454,673	2,566,220
Mexico	527,326	564,710	1,118,083	1,678,610
Brazil	5,443,610	4,776,033	34,703,359	43,778,203
Other South America	617,978	654,698	4,006,845	4,726,560
Cotton, unmanufactured (<i>Algodón en rama; Algodão em rama; Cotou, non manufacturé</i>):				
South America	36,031	7,010	377,025	426,211
Fibers:				
Sisal grass (<i>Henequén; Henequen; Hennequen</i>):				
Mexico	717,471	1,339,156	6,055,850	7,587,840
Fruits:				
Bananas (<i>Plátanos; Bananas; Bananes</i>):				
Central America	274,583	196,585	1,787,550	1,803,919
South America	55,485	33,506	430,335	377,936
Oranges (<i>Naranjas; Laranjas; Oranges</i>):				
Mexico	685	937	136,345	100,460
Fur skins (<i>Pieles finas; Pelles; Fourrures</i>):				
South America	51	33,872	153,215	246,219
Hides and skins (<i>Cueros y pieles; Couros e pelles; Cuirs et peaux</i>):				
Central America	26,591	41,843	412,564	394,065
Mexico	405,073	373,131	1,967,528	2,769,349
South America	1,042,359	1,535,475	7,100,040	9,663,599
India rubber, crude (<i>Goma alástica; Borracha crua; Caoutchouc</i>):				
Central America	55,837	41,374	496,066	431,621
Mexico	13,236	6,451	92,973	68,534
Brazil	2,917,810	1,824,628	11,782,153	11,402,306
Other South America	37,468	26,052	480,278	446,115
Lead, in pigs, bars, etc. (<i>Plomo en galápagos, barras, etc.; Chumbo em linguados, barras, etc.; Plombs en saumons, en barres, etc.</i>):				
Mexico	290,084	433,754	2,140,663	2,810,980
Sugar, not above No. 16 Dutch standard (<i>Azúcar, no superior de la escala holandesa; Assucar, não superior ao No. 16 de padrão holandês; Sucre, pas au dessus du type hollandais No. 16</i>):				
Central America	31,434	12,923	49,436	140,719
Mexico	1,688	735	10,317	6,596
Cuba	4,944,449	1,996,814	13,904,437	10,400,000
Brazil	868,272	638,043	3,258,460	4,132,841
Other South America	608,822	447,601	6,975,377	4,930,747

IMPORTS OF MERCHANDISE—Continued.

Articles and countries.	March—		Nine months ending March—	
	1901.	1902.	1901.	1902.
Tobacco, leaf (<i>Tubaco en rama; Tubaco em folha; Tubac en feuille</i>):				
Mexico.....	\$2,324	\$561	\$25,975	\$40,186
Cuba.....	226,031	900,880	7,069,733	6,487,853
Wood, mahogany (<i>Cuaba; Mogno; Acajou</i>):				
Central America.....	1,706		342,288	600,120
Mexico.....	24,155	46,445	348,224	316,122
Cuba.....	14,458	35,731	207,115	176,684
South America.....	6,632	2,877	22,477	10,086
Wool (<i>Lana; LA; Laine</i>):				
South America—				
Class 1 (clothing).....	67,987	689,113	280,474	2,317,467
Class 2 (combing).....	4,282	4,261	8,390	38,055
Class 3 (carpet).....	63,610	19,282	519,287	299,187

EXPORTS OF DOMESTIC MERCHANDISE.

Agricultural implements (<i>Instrumentos de agricultura; Instrumentos de agricultura; Machinas agricolas</i>):				
Central America.....	\$319	\$392	\$9,518	\$17,017
Mexico.....	22,570	27,359	310,108	147,613
Santo Domingo.....	342		2,371	477
Cuba.....	8,970	6,773	81,868	19,076
Argentine Republic.....	84,886	54,970	1,255,390	1,570,501
Brazil.....	1,010	380	11,091	13,126
Colombia.....	128	385	1,299	626
Other South America.....	11,608	8,245	265,426	193,650
Breadstuffs:				
Corn (<i>Maiz; Milho; Maiz</i>):				
Central America.....	4,827	4,074	26,066	37,106
Mexico.....	112,461	78	522,522	476,636
Santo Domingo.....	41	308	108	345
Cuba.....	54,497	72,319	535,070	599,144
South America.....	785	2,320	13,296	86,573
Wheat (<i>Trigo; Trigo; Blé</i>):				
Central America.....	3,436	5,232	27,306	25,810
Mexico.....	16	2,480	1,455	724,329
South America.....	197,870	61,478	688,056	317,560
Wheat flour (<i>Harina de trigo; Farinha de trigo; Farine de blé</i>):				
Central America.....	96,682	107,036	700,546	751,484
Mexico.....	13,577	19,332	116,724	159,491
Santo Domingo.....	19,135	18,965	152,447	175,416
Cuba.....	178,984	236,286	1,532,906	1,572,171
Brazil.....	332,769	234,730	2,041,424	1,689,380
Colombia.....	11,664	18,614	192,131	168,866
Other South America.....	176,703	111,147	1,236,924	1,340,337
Carriages, etc.:				
Carriages, cars, etc., and parts of (<i>Carruages, carros y sus accesorios; Carruagens, carros e partes de carros; Voitures, wagons et leurs parties</i>):				
Central America.....	7,401	1,005	62,211	60,306
Mexico.....	197,791	186,963	1,316,365	818,435
Santo Domingo.....	2,074	3	58,446	13,200
Cuba.....	57,159	7,447	526,665	332,947
Argentine Republic.....	17,844	53,484	250,655	345,996
Brazil.....	857	2,988	103,268	28,281
Colombia.....	1,513	6,897	4,808	22,526
Other South America.....	145,260	11,037	276,924	163,627
Cycles and parts of (<i>Bicicletas y sus accesorios; Bicyclos e accesorios; Bicyclettes et leurs parties</i>):				
Central America.....	516	261	4,016	3,890
Mexico.....	1,415	1,924	14,569	15,594
Santo Domingo.....	26		337	717
Cuba.....	1,161	1,042	11,447	12,928
Argentine Republic.....	78	185	23,341	7,865
Brazil.....	841	517	8,454	4,087
Colombia.....	79	234	399	916
Other South America.....	3,138	3,253	23,414	19,256
Copper (<i>Cobre; Oubre; Cuivre</i>):				
Mexico.....	1,779	82,462	161,585	587,591

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EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	March—		Nine months ending March—	
	1901.	1902.	1901.	1902.
Cottons:				
Cotton, unmanufactured (<i>Algodón non manufacturado; Algodão não manufacturado; Coton, non manufacturé</i>):				
Mexico.....	\$184,303	\$438,034	\$1,484,153	\$755,506
South America.....			232	
Cotton cloths (<i>Tejidos de algodón; Fazendas de algodão; Coton manufacturé</i>):				
Central America.....	71,320	92,271	602,879	466,001
Mexico.....	16,620	34,562	215,613	213,287
Santo Domingo.....	28,299	16,617	199,441	207,979
Cuba.....	25,306	14,244	146,955	159,774
Argentine Republic.....	6,084	4,615	81,135	71,585
Brazil.....	20,176	58,796	244,440	366,659
Colombia.....	78,424	71,097	357,397	542,731
Other South America.....	156,288	131,627	1,466,906	932,689
Wearing apparel (<i>Ropa de algodón; Roupa de algodão; Vêtements en coton</i>):				
Central America.....	39,338	23,292	319,793	333,780
Mexico.....	39,143	36,045	358,718	298,447
Santo Domingo.....	1,984	1,214	35,254	17,156
Cuba.....	12,685	12,373	85,640	117,388
Argentine Republic.....	1,763	10,307	15,415	157,773
Brazil.....	2,909	4,534	35,715	42,889
Colombia.....	2,843	8,176	34,767	42,794
Other South America.....	3,559	9,207	69,872	67,670
Electric and scientific apparatus (<i>Aparatos eléctricos y científicos; Aparelhos elétricos e científicos; Appareils électriques et scientifiques</i>):				
Central America.....	14,160	6,664	57,159	34,393
Mexico.....	22,418	42,849	295,595	290,591
Argentine Republic.....	14,579	3,795	286,623	106,628
Brazil.....	19,312	11,564	189,451	146,918
Other South America.....	13,534	18,507	146,065	129,225
Iron and steel, manufactures of:				
Steel rails (<i>Carriles de aço; Trilhos de aço; Rails d'acier</i>):				
Central America.....	5,754	3,188	84,210	19,069
Mexico.....	84,112	57,666	800,061	1,032,291
South America.....	129,088	29,355	1,079,436	370,422
Builders' hardware, and saws and tools (<i>Materiales de metal para construcción, sierras y herramientas; Ferragens, serras e ferramentas; Matériaux de construction en fer et acier, scies et outils</i>):				
Central America.....	11,567	10,621	101,302	78,119
Mexico.....	50,102	76,985	421,361	479,324
Santo Domingo.....	1,542	1,456	21,135	14,920
Cuba.....	32,023	30,302	254,106	288,061
Argentine Republic.....	19,572	8,665	205,759	221,032
Brazil.....	10,997	11,167	132,296	94,206
Colombia.....	4,325	4,558	33,154	35,011
Other South America.....	31,426	20,693	339,622	215,857
Sewing machines and parts of (<i>Máquinas de coser y accesorios; Machinas de coser e accesorios; Machines à coudre et leurs parties</i>):				
Central America.....	4,032	1,331	28,004	22,524
Mexico.....	21,803	37,623	226,351	291,651
Santo Domingo.....	1,219	702	8,208	5,196
Cuba.....	5,633	10,778	81,395	54,680
Argentine Republic.....	2,269	10,565	153,482	87,567
Brazil.....	2,832	2,919	51,120	32,354
Colombia.....	1,047	610	4,672	8,084
Other South America.....	20,101	12,894	157,615	137,488
Typewriting machines and parts of (<i>Máquinas de escribir y accesorios; Machinas de escribir e accesorios; Machines à écrire et leurs parties</i>):				
Central America.....	200	761	4,534	4,728
Mexico.....	8,218	10,670	67,896	95,610
Santo Domingo.....	211	123	1,210	892
Cuba.....	3,830	2,757	32,138	25,436
Argentine Republic.....	1,165	2,183	20,616	21,091
Brazil.....	183	1,568	4,831	8,476
Colombia.....	233	348	1,217	2,620
Other South America.....	2,891	2,106	25,771	27,310

INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS. 1215

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	March—		Nine months ending March—	
	1900.	1901.	1900.	1901.
Leather, other than sole (Cuero distinto del de soleo; Couro não para solas; Cuirs, autres que pour semelles):				
Central America.....	\$1,506	\$5,587	\$27,375	\$22,865
Mexico.....	98	433	11,042	7,124
Santo Domingo.....	154	1,247	6,222	3,212
Cuba.....	8,761	3,453	40,106	49,785
Argentine Republic.....	7,790	13,124	79,500	63,245
Brazil.....	11,140	17,026	63,199	102,750
Colombia.....	127	193	3,457	6,311
Other South America.....	4,883	7,974	68,513	53,595
Boots and shoes (Calzado; Calçados; Chaussures):				
Central America.....	17,072	6,289	139,931	109,351
Mexico.....	33,057	50,209	289,037	477,641
Colombia.....	3,964	6,995	51,992	34,147
Other South America.....	3,306	8,512	52,696	91,524
Naval stores:				
<i>Rosin, tar, etc. (Resina y alquitrán; Resina e alcatrão; Résine et goudron):</i>				
Central America.....	424	1,202	8,286	7,790
Mexico.....	320	6,426	7,201	12,153
Santo Domingo.....	31	592	3,954	4,236
Cuba.....	2,843	1,936	13,479	16,784
Argentine Republic.....	23,089		115,166	13,139
Brazil.....	8,342	24,398	149,498	181,281
Colombia.....	243	750	10,325	7,628
Other South America.....	11,170	7,842	75,160	84,846
Turpentine (Aguarrás; Agua-raz; Térébenthine):				
Central America.....	760	744	5,828	6,688
Mexico.....	287	355	3,019	2,478
Santo Domingo.....	65	76	713	634
Cuba.....	2,174	1,022	35,687	34,707
Argentine Republic.....	12,647	4,679	107,520	42,878
Brazil.....	2,349	7,600	58,319	47,251
Colombia.....	455	522	3,561	3,237
Other South America.....	6,131	1,915	76,726	31,339
Oils, mineral, crude (Aceites minerales, crudos; Oleos minerales, crás; Huiles minerales, brutes):				
Mexico.....	35,221	1,778	297,276	389,383
Cuba.....	20,726	105,202	181,675	257,538
Oils, mineral, refined or manufactured (Aceites minerales, refinados ó manufacturados; Oleos minerales, refinados ó manufacturados; Huiles minerales, raffinées ou manufacturées):				
Central America.....	12,559	17,748	108,809	114,750
Mexico.....	19,591	14,618	117,469	146,180
Santo Domingo.....	11,191	6,399	59,844	48,502
Cuba.....	52,415	20,904	198,352	174,912
Argentine Republic.....	86,594	74,215	913,421	839,469
Brazil.....	134,829	149,701	1,616,185	1,609,272
Colombia.....	9,172	6,066	103,800	104,621
Other South America.....	158,536	80,995	973,294	881,639
Oils, vegetable (Aceites vegetales; Oleos vegetales; Huiles végétales):				
Central America.....	604	1,676	5,994	7,120
Mexico.....	74,757	94,593	641,548	875,500
Santo Domingo.....	7,344	4,178	51,094	47,749
Cuba.....	4,361	2,745	25,933	29,063
Argentine Republic.....	6,912	2,185	47,735	14,283
Brazil.....	30,489	34,864	268,458	269,029
Other South America.....	17,766	19,671	129,233	133,656
Provisions, comprising meat and dairy products:				
<i>Beef, canned (Carne de vaca en latas; Carne de vacca en latas; Bœuf conservé).</i>				
Central America.....	1,993	961	21,504	18,637
Mexico.....	3,584	1,880	20,244	23,341
Santo Domingo.....	16	20	49	166
Cuba.....	1,642	625	7,369	6,437
Argentine Republic.....				19
Brazil.....		185	13,476	9,745
Colombia.....	128	652	4,707	4,362
Other South America.....	1,063	1,531	16,873	19,531
<i>Beef, salted or pickled (Carne de vaca, salada ó en salmuera; Carne de vacca, salgada ou em salmuera; Bœuf salé ou en saumure):</i>				
Central America.....	4,330	3,054	30,504	7,790
Mexico.....	235	53	1,268	12,153

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EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	March—		Nine months ending March—	
	1900.	1901.	1900.	1901.
Provisions, etc.—Continued.				
Beef, salted and pickled—Continued.				
Santo Domingo	\$281	\$157	\$3,856	\$2,363
Cuba	779	456	5,991	3,069
Brazil	173	.....	508	2,823
Colombia	928	2,266	14,267	10,070
Other South America	17,791	13,743	153,799	138,107
Tallow (Sebo; Sebo; Suif):				
Central America	3,482	8,320	86,722	88,213
Mexico	3,956	1,286	26,846	26,157
Santo Domingo	460	745	4,703	12,008
Cuba	84	839	2,990	2,487
Brazil	250	3,067	12,960	14,585
Colombia	57	489	5,412	2,126
Other South America	4,764	3,804	86,814	83,242
Bacon (Tocino; Toucinho; Lard Jamé):				
Central America	2,237	1,777	22,711	23,684
Mexico	2,377	2,605	23,522	25,063
Santo Domingo	177	65	1,613	866
Cuba	50,427	45,587	344,417	254,115
Brazil	39,425	12,882	143,713	141,997
Colombia	133	128	859	1,316
Other South America	3,012	2,769	23,244	28,837
Hams (Jamones; Presunto; Jambons):				
Central America	2,411	1,952	26,638	24,191
Mexico	3,249	5,218	37,453	47,132
Santo Domingo	1,504	1,065	10,833	9,726
Cuba	73,571	68,186	464,677	426,006
Brazil	654	420	3,515	2,428
Colombia	892	1,192	13,669	12,476
Other South America	4,422	6,112	66,078	61,354
Pork (Carne de puerco; Carne de porco; Porc):				
Central America	5,416	10,753	78,992	83,422
Santo Domingo	1,320	114	7,774	6,589
Cuba	60,989	25,153	440,950	386,846
Brazil .....	.....	.....	203	.....
Colombia	794	1,790	13,995	12,303
Other South America	20,499	22,392	214,847	213,203
Lard (Manteca; Banha; Saindouz):				
Central America	15,517	12,932	160,712	122,631
Mexico	28,943	46,419	362,828	594,099
Santo Domingo	3,295	3,146	31,292	32,196
Cuba	249,600	209,922	2,049,094	1,589,129
Argentine Republic	814	347	5,433	4,834
Brazil	128,072	105,360	796,891	879,124
Colombia	7,243	11,026	83,076	72,454
Other South America	72,262	80,183	803,284	687,886
Butter (Mantequilla; Manteiga; Beurre):				
Central America	3,464	3,065	36,772	32,406
Mexico	5,010	11,635	41,697	65,793
Santo Domingo	1,133	1,462	15,309	12,868
Cuba	1,868	5,334	13,893	24,060
Brazil	13,212	7,363	160,999	134,593
Colombia	863	1,248	9,478	9,692
Other South America	9,060	12,345	92,632	85,324
Cheese (Queso; Queijo; Fromage):				
Central America	2,231	1,604	18,459	17,086
Mexico	3,101	5,679	27,773	30,756
Santo Domingo	623	426	4,367	3,559
Cuba	2,647	2,620	19,723	16,422
Brazil .....	.....	.....	34	571
Colombia	641	849	5,396	6,460
Other South America	850	265	4,750	2,930
Tobacco, unmanufactured (Tabaco no manufacturado; Tabaco não manufacturado; Tabac non manufacturé):				
Central America	2,288	4,814	20,669	19,340
Mexico	8,326	16,440	96,616	147,370
Argentine Republic	350	2,384	12,352	3,223
Colombia	1,567	4,134	7,004	30,712
Other South America	6,186	7,712	61,956	63,604
Tobacco, manufactures of (Manufacturas de tabaco; Manufacturas de tabaco; Tabac fabriqué):				
Central America	4,465	5,975	43,759	37,805
Mexico	1,084	1,492	24,273	13,799
Cuba	18,062	14,500	117,676	108,797

EXPORTS OF DOMESTIC MERCHANDISE—Continued.

Articles and countries.	March—		Nine months ending March—	
			1900.	1901.
	1900.	1901.	1900.	1901.
Tobacco, manufactures of—Continued.				
Argentine Republic			\$4,201	\$204
Brazil			554	412
Colombia	\$43	\$2,201	6,111	16,771
Other South America	3,596	4,885	37,506	35,497
Wood and manufactures of:				
<i>Wood, unmanufactured (Madera no manufacturada; Madeira não manufacturada; Bois brut):</i>				
Central America	6,954	2,678	43,092	29,317
Mexico	27,278	78,976	229,261	463,901
Cuba	2,635	36,019	49,161	152,688
Argentine Republic	14,288	238	63,166	21,968
Brazil			1,894	890
Colombia	2,767	950	11,201	8,105
Other South America	735	22,172	41,150	96,039
Lumber (Maderas; Madeiras; Bois de construction):				
Central America	4,292	5,140	45,857	33,392
Mexico	78,853	144,159	879,388	874,090
Santo Domingo	11,683	4,096	40,950	32,814
Cuba	90,391	108,105	643,508	675,849
Argentine Republic	100,336	75,223	955,113	893,622
Brazil	19,964	12,489	180,615	259,558
Colombia	5,141	4,104	43,564	36,114
Other South America	56,292	34,610	633,054	654,190
Furniture (Muebles; Mobilia; Meubles):				
Central America	15,979	3,262	54,365	32,498
Mexico	49,572	48,821	286,110	399,147
Santo Domingo	2,392	2,928	22,355	23,632
Cuba	27,271	21,313	266,538	250,396
Argentine Republic	4,022	9,856	54,072	72,419
Brazil	1,068	1,948	15,754	12,665
Colombia	1,378	1,967	14,607	14,790
Other South America	5,167	7,238	57,391	60,082

The following tables contain a résumé of the trade of the United States with the various countries of the Western Hemisphere (Canada excepted) during the periods covered by the above data.

Countries.	March.				Nine months ending March.			
	Imports—		Exports—		Imports—		Exports—	
	1901.	1902.	1901.	1902.	1901.	1902.	1901.	1902.
Central American States:								
Costa Rica	\$408,637	\$477,971	\$187,074	\$123,997	\$1,934,499	\$2,011,388	\$1,466,965	\$996,725
Guatemala	432,996	304,335	103,697	163,872	1,110,328	1,632,221	935,382	1,220,094
Honduras	89,104	74,648	108,271	80,803	836,728	772,380	802,854	733,620
Nicaragua	159,539	115,448	135,964	96,310	1,391,443	1,500,952	1,158,896	1,066,321
Salvador	250,946	83,205	60,060	102,195	482,180	327,790	548,333	689,072
Total Central American States	1,341,222	1,065,607	595,066	567,177	5,755,178	6,244,741	4,907,430	4,656,432
Mexico	8,545,994	4,434,290	2,913,815	4,102,324	20,112,973	28,954,923	27,562,079	29,732,792
South America:								
Argentine Republic	964,214	1,736,568	810,759	555,464	4,425,835	7,757,583	9,070,785	7,784,260
Bolivia			35,177	6,899		257	134,902	77,574
Brazil	9,650,626	7,639,914	1,007,412	901,349	62,150,182	63,138,445	8,649,965	7,895,237
Chile	750,827	364,773	837,036	219,812	6,311,416	6,135,664	3,885,110	2,808,597
Colombia	253,488	345,608	245,145	270,154	2,104,809	2,610,161	1,916,236	2,212,615
Ecuador	48,567	56,931	178,055	139,513	989,473	1,012,213	1,511,728	1,148,847
Falkland Islands						17,920	797	1,005
Guiana:								
British	269,907	224,066	133,843	180,549	4,383,711	3,137,749	1,239,079	1,440,838
Dutch	72,757		52,968	26,965	885,256	868,313	435,612	389,915
French	8,785	323	80	19,933	40,905	18,588	156,091	175,730
Paraguay		1,749	269		1,740	1,749	6,239	10,818
Peru	367,393	366,340	297,368	211,834	3,005,264	2,736,346	2,166,177	1,854,792
Uruguay	237,844	406,727	105,724	126,187	1,253,607	1,758,065	1,341,978	1,284,099
Venezuela	673,220	528,747	207,142	220,650	4,717,315	4,967,935	2,510,366	2,186,440
Total South America	13,297,626	11,671,744	3,910,988	2,879,804	80,269,515	94,150,976	33,024,125	29,276,767

CONSULAR TRADE REPORTS.

The following reports are furnished the International Bureau of the American Republics by the various Latin-American consular officers at the ports mentioned.

The consul of Ecuador at San Francisco, California, advises that the exports from the port of San Francisco during March, 1902, to the ports of Guayaquil, Manta, Puerto Bolivar, Bahia, and Esmeraldas, Ecuador, aggregated 10,571 packages, weighing 380,839 kilograms, invoiced at \$10,854.40. This commerce in detail was as follows:

Articles.	Quantity.	Weight.	Value.
GUAYAQUIL.			
Bricks and clay.....	packages.. 5,110	<i>Kilos.</i> 25,360	\$376.00
Brooms.....	bundles.. 55	2,500	582.00
Flour.....	sacks.. 3,000	133,500	4,300.00
Groceries.....	packages.. 81	3,821	687.40
Lumber.....	do..... 296	123,168	900.00
Wines and liquors.....	do..... 188	8,060	930.00
Total.....	do..... 8,729	296,209	7,775.40
MANTA.			
Flour.....	sacks.. 500	22,500	875.00
Lumber.....	packages.. 267	13,755	254.00
Total.....	767	36,255	1,129.00
Flour.....	sacks.. 500	22,500	800.00
BAHIA.			
Flour.....	sacks.. 300	13,500	500.00
ESMERALDAS.			
Flour.....	sacks.. 275	12,375	470.00
RECAPITULATION.			
Bricks and clay.....	packages.. 5,110	25,360	376.00
Brooms.....	bundles.. 55	2,500	582.00
Flour.....	sacks.. 4,575	204,375	6,945.00
Groceries.....	packages.. 81	3,821	687.40
Lumber.....	do..... 562	136,923	1,154.00
Wines and liquors.....	do..... 188	8,060	930.00
Total.....	10,571	380,839	10,854.40

The Mexican Consul at San Francisco, California, reports that the imports to the United States from the Republic of Mexico through the port of San Francisco during the month of March, 1902, consisted of mineral products to the value of \$495,860, Mexican silver, and other products valued at \$57,743, Mexican silver, the details of which are shown in the following tables:

Mineral products.	Value.
Gold bullion.....	\$17,606
Gold coin.....	2,690
Gold ores.....	1,050
Silver bullion.....	165,823
Silver ores.....	308,691
Total.....	495,860

Other products.		Quantity.	Value.
Agave fiber.....	tons.....	5	\$530
Alcohol.....	gallons.....	23	13
American goods returned.....			889
Ballast.....			90
Coffee.....	pounds.....	213,167	22,166
Coke.....	tons.....	5	40
Copper ores.....	do.....	23	6,000
Corn.....	quintals.....	324	110
Fish.....			1,161
Fruits.....			1,338
Hides and skins.....	pounds.....	166,883	16,856
Horns.....			335
Lead.....	pounds.....	28,454	862
Live animals.....			81
Machinery.....			250
Mahogany.....			2,919
Marine plants.....			390
Residue of linseed oil.....	pounds.....	89,595	606
Rubber.....	do.....	1,000	435
Shells.....			112
Shellfish.....	pounds.....	8,200	874
Substance for the manufacturing of glue.....			42
Sugar.....	pounds.....	2,129	93
Vegetables.....			1,543
Wooden manufactures.....			8
Total.....			57,743

The exports from San Francisco to Mexican ports during the same period consisted of domestic merchandise invoiced at \$143,904, gold, and foreign products reexported to the value of \$7,051. The items composing this trade are shown in the following tables:

AMERICAN MERCHANDISE.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Acids.....		\$532	Drugs.....		\$8,813
Agricultural implements.....		495	Envelopes.....		299
Apples..... barrels.....	60	197	Firearms.....		1,865
Bacon..... pounds.....	568	86	Flour..... barrels.....	166	592
Barley..... quintals.....	429	208	Fruits.....		1,014
Barrels.....		12	Furniture.....		774
Beans..... quintals.....	39	75	Furs.....		389
Bicycles.....		228	Glass, manufactures of.....		1,240
Biscuits..... pounds.....	39,898	1,894	Grease.....		402
Blacking.....		61	Groceries.....		2,144
Boilers.....		216	Ham..... pounds.....	1,238	173
Books.....		103	Hay..... tons.....	25	319
Bottled beer..... dozen.....	64	96	Hemp.....		123
Bottled wine..... do.....	19	83	Boots and shoes..... pairs.....	92	181
Brass, manufactures of.....		1,034	Implements.....		2,146
Brooms.....		96	Iron:		
Butter..... pounds.....	3,500	781	Bar..... pounds.....	57,259	1,549
Cacao.....		23	Chest.....		3,196
Calicoes..... yards.....	49,240	2,640	Manufactures of.....		4,129
Candies.....		150	Pipes.....		2,226
Candles..... pounds.....	7,640	847	Lamps.....		350
Canned fish.....		165	Lard..... pounds.....	2,490	253
Canned meats.....		292	Lead, manufactures of.....		203
Cars.....		256	Leather.....		21
Carriages.....		244	Leather, manufactures of.....		814
Cement.....		5	Linen, manufactures of.....		162
Cheese..... pounds.....	12,982	1,309	Locks.....		985
Clay, manufactures of.....		161	Lumber.....		7,814
Clocks.....		17	Machinery.....		27,691
Coal..... tons.....	6	86	Milk.....		337
Codfish..... pounds.....	2,190	145	Nails:		
Cognac..... gallons.....	10	8	Cut..... pounds.....	12,140	395
Copper, manufactures of.....		1,198	Wire..... do.....	54,900	1,660
Cordage..... pounds.....	9,887	996	Nuts.....		137
Cork.....		282	Oilcloth.....		56
Cotton clothing.....		484	Oil paintings.....		100
Cotton, manufactures of.....		619	Oils.....		224
Cotton undershirts.....		175	Onions..... quintals.....	532	739
Cutlery.....		287	Oysters.....		79
Doors and windows.....		371	Paints.....		1,309

AMERICAN MERCHANDISE—Continued.

Articles.	Quantity.	Value.	Articles.	Quantity.	Value.
Paper, manufactures of.....		\$1,446	Starch.....pounds..	1,136	\$105
Patent medicines.....		248	Staves.....		5,749
Perfumery.....		75	Steel in sheets.....pounds.	17,372	499
Pianos.....	2	669	Stoves.....		73
Potatoes.....quintals..	2,100	1,999	Tallow.....pounds..	25,871	1,283
Powder.....		10,923	Tar.....barrels..	31	133
Printer's ink.....		162	Tin, manufactures of.....		527
Pumps.....pounds..	3,900	191	Tools.....		1,131
Quicksilver.....pounds..	21,876	1,790	Trunks.....		87
Raisins.....do.....	3,224	12,527	Turpentine.....gallons..	40	30
Rubber, manufactures of.....		223	Type.....pounds..	967	364
Rubber tubes.....		564	Typewriters.....		175
Sacks.....		1,272	Varnish.....gallons..	20	21
Safes.....		641	Vegetables.....		906
Salmon.....pounds..	4,896	105	Vinegar.....do.....	152	23
Sausage.....do.....	431	350	Wheat.....quintals..	18	14
Scales.....		75	Whisky.....gallons..	7,254	1,307
Seeds.....		80	Wine in kegs.....do.....	14,008	2,864
Sewing machines.....		237	Wire.....pounds..		516
Shellfish.....		709	Wood, manufactures of.....		661
Shingles.....		562	Yeast.....pounds..	462	97
Sole leather.....pounds..	250	57	Zinc, manufactures of.....		44
		81			

FOREIGN MERCHANDISE REEXPORTED.

Alcohol.....gallons..	651	\$1,192	Opium.....pounds..	20	\$100
Bottles.....		204	Rice.....do.....	11,865	271
Castor oil.....		32	Silk, manufactures of.....		670
Caustic soda.....pounds..	5,211	83	Spices.....pounds..	200	43
Cognac.....gallons..	114	148	Straw, manufactures of.....		135
Cork.....		171	Tea.....pounds..	4,620	510
Firecrackers.....		180	Tobacco, manufactured.....		289
Iron.....		61	Vegetables, prepared.....		341
Jute, manufactures of.....		1,148	Wine in bottles.....dozen..	20	64
Lead ore.....pounds..	4,494	162	Wine in kegs.....gallons..	773	230
Metal, manufactures of.....		997			
Mineral water.....gallons..	50	20	Total.....		7,051

The exports of Mexican dollars to Hongkong during the month amounted to 15,319, and to Mexico, 15,000.

The Vice-Consul of Mexico at Mobile, Alabama, reports that during the month of April, 1902, five vessels of a capacity of 3,566 tons entered the port of Mobile, proceeding from the Mexican ports of Progreso and Vera Cruz, bringing 9,478 bales of henequen. During the same period four steamships cleared from Mobile destined to the Mexican ports of Vera Cruz and Progreso, carrying 14,446 railway ties and 630 packages of merchandise consigned to Vera Cruz, and 19,067 packages of merchandise billed to Progreso.

According to statistics furnished by the Mexican consul at Nogales, Arizona, merchandise to the value of \$177,493 entered the Mexican Republic through that port during the month of February, 1902. These products were classified in the following manner:

Animal products.....	\$18,087	Textile products.....	\$41,311
Arms and explosives.....	6,333	Vegetable products.....	20,027
Beverages.....	2,332	Vehicles.....	3,241
Chemical products.....	44,378	Miscellaneous.....	4,180
Machinery, and parts thereof..	16,398		
Mineral products.....	20,028	Total.....	177,493
Paper, and paper products.....	1,178		

The foregoing merchandise originated in the following countries:

Austria	\$180	Switzerland	\$5,780
England	22,993	United States	96,522
France	9,762		
Germany	41,956	Total	177,493
Japan	300		

The duties collected on these goods by the Mexican Government amounted to \$88,629.38, Mexican silver.

The exports from Mexico to the United States through the port of Nogales during February, 1902, amounted to \$1,123,945, Mexican silver, and consisted of the following products:

Articles.	Quantity.	Value, Mexican silver.
Copper bullion	pounds.. 5,281,820	\$845,412
Fruits	do... 13,245	179
Gold bullion and dust	ounces.. 6,071	121,424
Guano	tons.. 44	224
Hides	pounds.. 111,597	8,589
Lead bullion	do... 167,541	6,701
Leaf tobacco	do... 2,341	1,442
Mescal	gallons.. 74	70
Ores		96,537
Silver bullion	ounces.. 76,082	43,367
Total		1,123,945

The following table shows the articles shipped from Galveston, Tex., to the Mexican ports of Vera Cruz and Coatzacoalcos during the month of March, 1902, according to the information furnished by the Mexican consul at Galveston:

Articles.	Quantity.	Weight.	Value.
Cotton	bales.. 1,700	<i>Kilos.</i> 422,914	\$84,150.74
Cotton-seed oil	tank.. ..	442,607	46,186.21
Cresosated lumber		190,830	3,200.00
Mineral oil, unrefined	barrels.. 185	37,356	580.50
Total		1,093,707	134,117.45

The Consul-General of Mexico at New York City announces that the imports through the port of New York from the Republic of Mexico during the month of March, 1902, were made up of the following articles:

Alligator skins	bales.. 69	Hides	loose.. 5,823
Bones	packages.. 350	Honey	barrels.. 609
Broom root	bales.. 2,970	Ixtle	bales.. 1,819
Chicle gum	do... 3,039	Jalap	sacks.. 222
Cigars	boxes.. 155	Lead bullion	bars.. 58,890
Coffee	sacks.. 22,872	Lumber	pieces.. 2,373
Copper bullion	bars.. 1,011	Mahogany	logs.. 1,183
Deerskins	bales.. 198	Metals	boxes.. 12
Fustic	logs.. 6,350	Rubber, crude	bales.. 95
Goatskins	bales.. 1,282	Tecali marble	pieces.. 117
Hair	do... 54	Tobacco, leaf	bales.. 403
Heniquen	do... 20,898	Sarsaparilla	do... 185
Heron plumes	boxes.. 3	Vanilla	boxes.. 18
Hides	bales.. 3,994		

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During the month referred to 10 ships, carrying 228,536 packages of merchandise consigned to Mexican ports, cleared from the port of New York, and 13 ships, bringing 135,021 packages from Mexico, entered that port.

The Consul of Nicaragua at San Francisco, California, has compiled some interesting statistics concerning the exports from San Francisco to Nicaragua during the months of February and March, 1902. The following table shows the movement of this commerce in detail:

FEBRUARY, 1902.

Articles.	Quantity.	Weight.	Value.	
CORINTO.				
Asphalt.....	cases..	2	84	\$10.00
Barley.....	sacks..	10	190	12.00
Beer.....	cases..	195	11,695	989.55
Caustic soda.....	barrels..	8	2,141	156.00
Cement.....	do.....	25	4,500	52.50
Cigars and cigarettes.....	cases..	2	92	175.00
Chinese shoes.....	do.....	2	39	13.80
Cloth fabrics.....	bundles..	89	15,390	7,472.71
Drugs.....	cases..	42	2,051	1,698.55
Empty sacks.....	bales..	5	1,121	153.00
Flour.....	sacks..	20,630	383,088	15,733.94
Ghee.....	cases..	3	169	52.00
Groceries.....	packages..	323	13,671	2,351.74
Hay.....	bundles..	20	1,800	22.00
Hardware.....	packages..	109	5,331	498.85
Lard.....	barrels..	100	21,455	2,559.20
Leather.....	bundles..	3	133	622.00
Matting.....	rolls..	7	415	56.10
Oils.....	cases..	62	9,956	1,296.59
Onions.....	crates..	1	52	2.50
Paints.....	cases..	37	2,050	210.82
Paper.....	rolls..	5	271	25.25
Potatoes.....	crates..	381	21,753	711.70
Rattan.....	packages..	3	137	88.30
Rice.....	sacks..	2,175	136,672	5,556.00
Sand paper.....	packages..	3	298	41.31
Silicate.....	barrels..	1	321	9.05
Silk.....	packages..	5	233	2,784.00
Soda ash.....	barrels..	1	167	6.61
Shoeblacking.....	cases..	1	46	5.00
Spirits of turpentine.....	do.....	33	1,559	261.60
Stationery.....	do.....	1	12	14.74
Sundries.....	do.....	6	165	109.33
Tags.....	do.....	1	15	10.00
Tar.....	barrels..	4	633	16.00
Thread.....	bundles..	5	250	284.00
Varnish.....	cases..	30	981	183.50
Wines and liquors.....	do.....	90	12,953	1,498.09
Total.....		24,430	655,986	15,713.33
SAN JUAN DEL SUR.				
Advertising matter.....	cases..	1	46	
Barbed wire.....	rolls..	400	4,538	323.00
Bran.....	sacks..	17	171	10.14
Beer.....	cases..	21	2,385	168.00
Cement.....	barrels..	25	4,547	56.25
Clamps.....	kegs..	6	289	20.40
Dogs.....	do.....	2		20.00
Drugs.....	cases..	18	881	431.33
Flour.....	sacks..	1,181	80,299	3,178.18
Fowls.....	crates..	1		6.00
Groceries.....	packages..	85	3,924	512.05
Hay.....	bundles..	160	7,514	120.04
Hardware.....	packages..	4	133	51.32
Horses.....	head..	3		2,900.00
Oats.....	sacks..	20	930	30.75
Oils.....	cases..	2	417	33.51
Potatoes.....	crates..	1	61	2.10
Rice.....	sacks..	717	38,649	2,248.50
Seeds.....	cases..	1	46	9.00
Sulphur.....	do.....	2	101	5.50
Tar.....	barrels..	1	297	5.54
Wines and liquors.....	cases..	11	480	117.05
Total.....		2,379	146,001	10,254.76

MARCH, 1902.

Articles.	Quantity.	Weight.	Value.
Beer.....cases.....	58	4,592	\$352.00
Flour.....sacks.....	1,971	153,078	5,182.40
Groceries.....cases.....	127	3,634	987.40
Hardware.....do.....	119	3,710	535.07
Lard.....barrels.....	75	13,945	1,858.87
Oils.....cases.....	54	7,297	1,000.94
Potatoes.....do.....	110	8,700	275.00
Rice.....sacks.....	1,649	124,330	7,022.50
Silk.....packages.....	6	388	3,824.30
Spirits of turpentine.....cases.....	10	430	77.00
Sundries.....do.....	1	17	21.50
Wines and liquors.....barrels.....	9	2,041	228.80
Total.....	1,211	305,604	21,393.78

The Consul-General of Venezuela at New York advises that the total shipments from that port to the Republic of Venezuela during the month of March, 1902, consisted of 49,706 packages of merchandise, weighing 2,581,753 kilograms, valued at \$445,263.65, as compared with 63,979 packages, weighing 3,501,280 kilograms, valued at \$283,038.10, shipped from New York to Venezuelan ports in March, 1901.

The following table shows the movement of this merchandise during the month of March of the years referred to:

Ports.	Products.	March, 1901.		March, 1902.	
		Weight.	Value.	Weight.	Value.
		<i>Kilos.</i>		<i>Kilos.</i>	
La Guaira.....	Merchandise.....	1,958,551.74	\$133,187.25	839,077.20	\$69,294.40
Do.....	Gold.....		251.10		141,171.00
Puerto Cabello.....	Merchandise.....	371,697.50	33,317.03	396,248.00	30,556.88
Maracaibo.....	do.....	199,321.85	64,259.27	781,539.53	97,042.46
Do.....	Gold.....			60.75	33,000.00
La Vela.....	Merchandise.....	73,159.00	4,613.70	81,477.25	9,459.14
Punuta.....	do.....	37,003.50	3,775.85	27,585.00	2,816.00
Cumaná.....	do.....	25,135.00	2,495.00	39,006.00	2,972.00
Caripapano.....	do.....	71,541.00	4,403.00	74,738.00	7,561.64
Do.....	Gold.....			18.50	9,510.00
Ciudad Bolívar.....	Merchandise.....	457,239.00	36,658.00	314,036.20	39,990.49
Do.....	do.....	7,632.00	329.00	7,863.00	377.14
Caño Colorado.....	do.....			12,094.00	170.50
Juan Griego.....	do.....			7,760.00	539.00
Guiría.....	do.....				
Total.....		3,501,280.59	283,038.10	2,581,753.53	445,263.65

The exports in March, 1902, consisted of the following articles:

Articles.	Pack-ages.	Weight.	Value.
		<i>Kilos.</i>	
Axes and agricultural instruments.....	221	5,334.00	\$1,880.02
Barbed wire.....	1,018	44,345.00	2,891.16
Beer and hops.....	33	2,651.00	229.00
Blankets.....	379	47,019.00	29,825.87
Butter.....	755	41,705.00	11,171.00
Cement (Roman).....	111	19,382.00	157.00
Coal.....	93	8,829.00	91.00
Cordage.....	1,593	48,110.10	10,541.03
Cotton-drill, colored and white.....	132	13,678.00	6,585.81
Cotton-drill, rough.....	347	37,158.00	14,476.13
Drugs and perfumes.....	701	33,161.20	15,512.72
Electric machinery and supplies.....	545	64,650.20	15,414.88
Fine hardware, etc.....	896	44,331.98	15,562.55
Flour.....	15,788	966,729.00	42,610.01
Forage.....	73	3,979.00	150.00

Articles.	Pack- ages.	Weight.	Value.
		<i>Kilos.</i>	
Glassware and lamps.....	257	3,613.40	\$2,895.15
Gold coin.....	19	330.35	183,684.00
Hardware and vehicles.....	781	46,148.70	6,736.94
Kerosene.....	14,829	528,463.00	14,090.00
Lard.....	3,416	151,134.00	28,972.00
Liquors.....	78	3,720.00	1,009.00
Live animals.....	2	1,800.00	160.00
Lumber (rough).....	298	23,971.00	770.00
Oils and paints.....	517	44,129.10	3,982.12
Printing supplies (paper, presses, and type).....	99	8,716.00	637.27
Provisions.....	1,852	149,290.50	19,066.42
Sailcloth and canvas.....	112	12,895.00	5,198.00
Sewing machines and parts of.....	32	1,630.00	846.00
Small fruits.....	295	23,320.00	664.00
Soap and candles.....	1,164	186,060.00	4,571.49
Sugar.....	14	530.00	59.00
Tobacco:			
Chewing.....	162	4,341.00	2,261.20
Cigarette fillings.....	83	5,664.00	1,910.65
Leaf.....	22	1,035.00	655.25
Total.....	49,706	2,581,753.53	445,263.65

FOREIGN COMMERCE, FIRST NINE MONTHS OF 1902.

The statistics of the foreign trade of the United States for the first three quarters of the fiscal year 1902, as compiled by the Bureau of Statistics of the Treasury Department, show an increase over the corresponding period of the preceding year of \$79,261,442 in imports and a decrease in exports of \$59,551,963, the totals being \$678,698,016 and \$599,426,674 for imports, and \$1,080,986,664 and \$1,139,668,627 for exports, respectively, in the two periods under comparison. More than half of the decrease noted in exports is in the value of products of agriculture, for which the figures are \$693,837,455 in 1902 and \$736,565,745 in 1901. This decline is in the main attributable to the destruction of the corn crop of the United States, which in average years figures on the export list for 200,000,000 bushels. In the present fiscal year, however, it will not amount to one-fifth of that quantity. In the nine months ending March, 1902, the exportation of corn amounted to only 24,369,964 bushels, against 146,130,059 in the corresponding months of 1901, the valuations being \$14,637,186 and \$66,936,873, respectively. A sympathetic decline was inevitable not only in the by-products of corn culture, but also in the surplus of oats available for export purposes. In this latter item a falling off from 24,843,967 bushels to 8,559,353 bushels is noted for the two years 1902 and 1901, the decline in valuation being \$7,755,362 and \$3,484,438, respectively. Thus, out of a total decrease in exports of \$59,551,963, it is seen that the two items, corn and oats, account for \$56,470,621. Another item which shows a material reduction in export valuation for the first nine months of 1902 as compared with 1901, is cotton. This, however, is due not to a diminution in the

quantity exported in 1902, but to a fall in the market value. On the contrary, the exports have increased notably. The total exportation of cotton in the nine months ending March, 1902, was 3,085,509,868 pounds against 2,741,310,363 in the corresponding period of 1901, an increase in quantity of 344,199,505 pounds, whereas the valuations for the two years were \$252,136,904 and \$264,340,605, respectively, a decrease in value of \$12,204,701.

In the exports of manufactured articles, while a slight decrease is marked in the total for the first nine months of 1902 as compared with the same period of 1901, yet the majority of the items are practically stationary, while increases are noted in some. Under the latter heading may be mentioned agricultural implements, books and maps, cycles, cotton cloths (both colored and uncolored), gunpowder and explosives, india-rubber goods, steel wire, typewriting machines, iron pipes and fittings, boots and shoes, musical instruments, mineral oils, tobacco manufactures, household furniture, and woolen goods. Such items as copper ingots, electrical and scientific apparatus, steel rails, and some others show a decrease. A comparison of the relative part taken by manufactured exports as a class and the total exports cited for the first nine months of the two years, respectively, shows that whereas manufactured exports were but 27.21 per cent of the total for the first nine months of 1901, they were 27.75 per cent for the same period in 1902. The aggregate of manufactured exports for 1902 is \$294,859,812, as against \$304,891,344 in 1901.

An examination of the import statistics for the first nine months of 1902 and 1901 demonstrate the fact that while the increase in 1902 aggregated \$79,261,442, of this sum \$63,008,968 were included in the items covering raw materials and partially crude materials for use in processes of domestic manufacture.

Ten articles form the bulk of the manufacturers' materials imported. These are fibers, hides and skins, india rubber, raw silk, tin, unmanufactured wood, wool, copper, raw cotton (chiefly Egyptian), and a large proportion of the articles classed under the head of "chemicals." The following table shows the total valuations of these imports during the nine months ending March 31, 1902, as compared with the same period of 1901. It will be noted that there is a marked increase in all cases, except india rubber and tin, in the present fiscal year. In the case of tin, in which a slight decrease in value is shown, the figures of quantity exceed those of the corresponding months of the previous year, while in india rubber the slight reduction in total value is also due in part to a reduction in price.

Articles.	1901.	1902.
Chemicals, etc.....	\$39,281,736	\$43,339,560
Copper.....	14,016,009	19,762,870
Cotton (raw).....	5,163,487	9,145,383
Fibers.....	16,128,152	22,955,194
Hides and skins.....	33,165,417	44,187,774
India rubber.....	20,033,924	18,855,769
Raw silk.....	19,531,319	33,188,523
Tin in pigs.....	14,486,223	13,414,046
Wood (unmanufactured).....	11,132,727	13,959,732
Wool (raw).....	8,743,510	12,615,874
Total.....	247,763,462	310,792,429

Notwithstanding the decrease noted in exports in 1902 for the two periods of nine months under comparison, the grand total for the United States is still greater than that of any other exporting country. In only 10 other countries, viz; Argentine Republic, Brazil, Bulgaria, Canada, Chile, Egypt, British India, Mexico, Russia, and Uruguay, is there an annual excess of exports over imports. An analysis of the average monthly exportations of domestic merchandise from the various countries supplying the markets of the world shows that, among the export nations, the United States stands first, followed by the United Kingdom, Germany, France, the Netherlands, and British India, in the order named. On the list of importing nations, the United Kingdom stands first, followed by Germany, France, the United States, the Netherlands, and Belgium.

The following tables give the figures and classifications of the general foreign commerce of the United States for the two periods under comparison, the statistics for Latin America being published in detail elsewhere in the BULLETIN:

	Nine months ending March—	
	1901.	1902.
IMPORTS.		
Articles of food and animals.....	\$163,177,213	\$152,735,465
Articles in a crude condition, which enter into processes of domestic industry.....	189,319,425	243,161,020
Articles wholly or partially manufactured for use as materials in manufactures, etc.....	58,464,036	67,631,409
Articles manufactured ready for consumption.....	100,630,891	113,563,778
Articles of voluntary use, luxuries, etc.....	87,835,109	101,606,344
Total.....	599,426,674	678,698,016
EXPORTS.		
Products of—		
Agriculture.....	736,565,745	693,837,455
Manufactures.....	304,891,344	294,869,812
Mining.....	28,542,043	29,385,530
Forest.....	39,807,879	34,014,298
Fisheries.....	6,861,844	6,398,583
Miscellaneous.....	3,814,807	3,936,490
Total domestic.....	1,120,483,662	1,062,432,158
Total foreign.....	19,184,965	18,561,506
Total exports.....	1,139,668,627	1,080,993,664

The value of gold imports in the first three quarters of 1902 is represented by \$41,572,977, as compared with \$58,768,572 in the same

period of 1901, while the exports for the two periods were \$43,364,814 and \$32,822,191, respectively. In silver, the imports were represented by \$22,431,339 in 1902, and \$29,336,428 in 1901, while the exports were \$38,956,242 and \$50,370,852, respectively.

THE DEVELOPMENT OF TRADE WITH LATIN AMERICA.

The "Report on the Commercial Relations of the United States," issued by the Bureau of Foreign Commerce of the Department of State of the United States, contains a valuable and interesting study of the conditions governing the development of trade between the United States and the Latin-American sections of the continent.

In regard to Mexico it is stated that United States goods are well and favorably known in the Republic, but that in certain lines, such as dry goods, hats, shoes, notions, and men's and women's furnishings, practically no attempt has been made by United States exporters to gain the trade. In general lines, however, trade is growing, and many United States houses have adopted the expedient of sending out young Mexicans or Cubans as traveling salesmen. These men are acquainted with the necessities of this branch of commercial activity, and excellent results have been achieved. Business failures are reported as rare in Mexico, and commercial travelers in the Republic find a conservative class of merchants, who take pride in conducting their affairs on the basis of prompt payments. United States enterprise has figured conspicuously in the development of the large city of Monterey, its water works, sewerage, gas plants, railways, and foundries being for the most part of American furnishing.

In Guatemala United States machinery is highly appreciated, though the delicacy of its construction will not admit of the handling by Indian labor, which is universal in that country. Its superiority to the other machinery imported in the matter of economizing fuel is generally granted, and this fact has a decided influence on the demand for it.

Three-fourths of the imports of Honduras are reported as of United States origin, and in the West Indian Islands an increasing quantity of United States articles is in demand. With Haiti the trade in machinery is gaining ground, and Santo Domingo imports 85 per cent of her foreign food stuffs from the United States, as well as large quantities of hats and shoes. All the imported lumber of the island and a large portion of other building materials are of United States origin.

The floating sample store, which is a United States experiment for the development of trade with Latin America and the West Indian Islands, is regarded as of great possible benefit. A vessel is to leave the United States for the western coast of Mexico, Central America, and South America, having for sale samples of merchandise of all kinds suitable for tropical trade, each line of goods being in charge of an expert salesman.

In regard to the countries of South America, the report states that United States coal is finding a steady and ever-increasing market in Brazil, and that typewriting machines, sewing machines, clocks, watches, and electric goods are holding the position already gained for them, while new openings are being made for bicycles, locks, firearms, cutlery, and picture frames. The establishment of a line of modern steamers is urged, it being pointed out that a line operating between New York and Brazil would be of incalculable benefit, and the return freights of coffee, rubber, and like products would render the benefits of mutual importance. Hardware from the United States stands without a rival in the Brazilian markets.

In the Argentine Republic the United States articles making the greatest headway are tools and implements, cottons, hats, shoes, and specialties. As an indication of the value of the commercial transactions carried on between the two Republics it is stated that in one of the banks of Rosario the increase in business with United States firms for the half year ended June 30, 1901, as compared with the preceding half year, had been 131 per cent.

Milling machinery forms the staple of Chilean importations from the United States, and as lumbering is the chief industry of the southern provinces of Chile, the amount of yearly shipments is not inconsiderable. All of the machinery used in the production of flour is also of United States origin.

In Colombia there is a rising demand for negligé shirts, collars, and cuffs of United States makes.

United States trade with Ecuador shows a gratifying increase, due in great measure to purchases for the Guayaquil and Quito Railroad, as well as to better and quicker communication, lower freight rates, and the efforts of the commercial travelers.

In Uruguay United States manufactures are appearing in increasing quantities, steady effort alone being necessary for a complete conquest of this market.

The mutual benefits to be obtained by a closer commercial intercourse between the nations of the Western Hemisphere formed the central idea of an address delivered at a meeting of the Bankers' Club in Chicago on April 19, when President INGALLS affirmed that the United States had not as yet evolved methods by which to secure the trade of the countries lying to the south. "The very first thing to do," he said, "to promote commerce and trade with the West Indian Islands and the South American States is to build up a system of transportation and communication between our country and the several ports and cities. Trade always follows facility and cheapness of communication." It remains, therefore, to be demonstrated that the nations of Latin America can visit the United States more easily and more cheaply than Europe; that their freight can be shipped with

greater dispatch and at a cheaper rate; that machinery of the highest grades is available on this side of the Atlantic, and that there is money enough in the country to furnish long credits upon good security and at a good rate of interest.

STATISTICS OF LIVE-STOCK CONDITIONS.

The report published in the MONTHLY BULLETIN for April, 1902, of the live-stock conditions of the United States, contained the data collected for the census year 1900, without reference to the present aspect of the industry. Following is a table compiled so far as possible from official reports and supplemented by the averaged estimates of cattlemen and live-stock statistics, which shows with nearly absolute accuracy the available cattle supply of the West on April 15, 1902:

States and Territories.	Steers 1 and under 2 years.	Steers 2 and under 3 years.	Steers 3 and under 4 years.
Arizona.....	70,500	55,304	40,100
Arkansas.....	70,139	41,408	17,900
Colorado.....	170,303	131,415	75,540
Idaho.....	41,350	29,726	14,532
Illinois.....	315,101	233,350	65,200
Indiana.....	165,703	115,305	39,403
Iowa.....	630,530	520,301	152,013
Kansas.....	115,130	375,100	265,905
Louisiana.....	61,872	35,832	29,989
Michigan.....	118,371	54,350	41,387
Minnesota.....	163,302	46,205	8,700
Mississippi.....	71,927	40,332	63,908
Missouri.....	365,304	351,230	117,203
Montana.....	230,345	210,432	153,207
Nebraska.....	298,301	207,320	87,607
Nevada.....	43,201	30,504	14,333
New Mexico.....	92,340	47,300	21,342
North Dakota.....	102,400	77,863	33,252
Ohio.....	222,403	143,303	35,443
Oklahoma.....	145,307	143,143	156,773
Oregon.....	71,317	45,629	25,344
South Dakota.....	235,872	193,641	78,932
Tennessee.....	135,368	78,301	30,783
Texas.....	767,823	630,989	505,998
Utah.....	37,923	22,872	8,113
Wisconsin.....	203,678	75,918	8,640
Wyoming.....	108,350	119,350	67,982
Total.....	5,383,959	4,127,581	1,902,058

These figures show a considerable depletion of the supply since the census of 1900 was taken, at which time there were, in the states and territories included in the estimate, 6,065,470 steers one year and under two years old, 4,532,144 two years and under three years old, and 2,569,962 three years and under four years old; showing a falling off, in less than two years, of 683,511 steers of the first class, 404,563 of the second class, and 354,904 of the third class.

In certain sections of the country the number of cattle on feed is unquestionably smaller than in many years. On the other hand, however, there are sections in which the number is not far below the normal, and there are still others where the number of cattle is greater than it has ever been before. The section of country which feeds the Kansas City live stock market suffered greatly from the drought of

last year; as a consequence of which the farmers shipped their stock to market prematurely in order to avoid the expense of keeping them throughout the winter, but that the number of cattle being fed in this district is being generally underestimated is proved by the fact that the commission banks of Kansas City have fully \$22,500,000 loaned on cattle paper as against \$25,000,000, the record for the best years.

Texas, which is also tributary to the Kansas City market, has shipped more than 130,000 head in spring shipments as against 90,000 to 100,000, which was the limit of the forecast of railway agents. This shows that the present high price of live stock has caused the farmers to put on feed between 30,000 and 40,000 more Texas cattle alone than they would have done under normal conditions.

In the territory directly tributary to the Chicago and St. Louis markets the situation is much more favorable. The number of cattle out of full feed in this section is about 70 per cent of what it was last year. It is stated that the receipts in the Chicago and St. Louis markets have been so heavy since January 1 as to more than offset the decline at Kansas City. The aggregate reports of cattle at Chicago, Kansas City, Omaha, and St. Louis since the first of the year have been 1,539,100 head, as against an aggregate of 1,451,600 during the same period of 1901, an increase of 77,500. In the Western markets other than Kansas City the increase up to March 1 over last year was 149,309 head.

In Mississippi, Louisiana, and Tennessee there are more cattle on feed than ever before, while in the extreme West the number being fed is also extraordinarily large. In view of these facts the situation is much more encouraging than the present high prices of live stock would indicate. The March summary of internal commerce by the Treasury Bureau of Statistics shows that for the first quarter of 1900 the receipts of live stock at the five leading markets of the interior were 7,412,703 head; for the first quarter of 1901, 7,646,572 head, and for 1902, 7,831,882 head.

DIRECT SHIPMENTS OF PHILIPPINE HEMP.

On April 8, 1902, the Secretary of War of the United States issued an important order for the carrying out of the provisions of that part of the Philippines tariff act which exempts from import and export duties all merchandise shipped directly from the archipelago to the United States.

The order directs that export duties be collected on all such goods with the understanding that the amounts collected shall be refunded when evidence is produced that the goods were delivered at ports in the United States. This evidence must be produced within eighteen months.

The hemp market of the world is greatly affected by this order, as London, the center for hemp distribution, will no longer be

the direct port for shipments of this product from the Philippine Islands. At present nearly all the Manila hemp goes to London, and rope makers of the United States have been obliged to secure their supplies from England. It was feared by the War Department authorities that vessels might clear from the Philippines for the United States, thus saving the export duty on hemp, and then deliver their cargoes at English ports en route. This would enable the London hemp market to dispose of supplies from the Philippines at lower prices than would be possible in the United States. The order in reference will, however, prevent vessels bound for the United States from landing hemp and other cargoes at foreign ports without a forfeit of the export duties paid to collectors of customs in the Philippines.

The imports of Manila hemp by the United States for March, as reported by the Treasury Bureau of Statistics, show an important gain over last year, the larger portion of the increase being in that imported from the United Kingdom. The figures by countries from which shipped are as follows:

Countries.	1901.	1902.
United Kingdom.....	1,182	1,809
Philippine Islands.....	4,611	4,777
Other countries.....		70
Total.....	5,793	6,656

It is shown that for the nine months ending with March, 1902, the total shipments reaching the United States, either direct from the Philippines or through other countries, reached the total of 47,685 tons, against 28,288 tons in the corresponding period of the previous year. This gain of 18,397 tons really is larger than appears, owing to the custom in many places of reckoning binder twine in tons of 2,000 pounds, while the imports are entered on the basis of 2,240 pounds to the ton.

In this connection a comparison with a number of the more recent years may assist in determining the relative quantity imported in the nine months of the present fiscal year.

Imports of Manila hemp in the nine months ending March were as follows for the years named:

	Tons.		Tons.
1897.....	29,511	1900.....	29,104
1898.....	39,599	1901.....	28,288
1899.....	36,069	1902.....	47,685

"Farm Machinery," in commenting on the above statistics, states that the principal gain over 1901 occurred in February, 1902, when the hemp imports amounted to 12,035 tons, against 1,411 tons in the same month of the preceding year.

It might also be noted that in the eight months ending with February, 1902, there were almost 10,000 more tons of sisal imported than in the same period a year previous, the amounts being 45,903 tons of sisal entered from July 1, 1900, to the end of February, 1901, as against 55,384 in the same months of the present fiscal year.

INCREASED USE OF OIL AS FUEL.

It is stated by a San Francisco correspondent to the "New York Commercial," under date of April 25, 1902, that since May, 1899, 150 permits had been granted in that city for the burning of oil instead of coal as fuel. All classes of consumers except householders are covered by these permits. For the most part they concern those who have been in the habit of using large quantities of coal, such as manufacturers, street-railway companies, railways, hotels, and office buildings. Every manufacturing establishment in the city that formerly used 10 tons of coal daily, as well as some that used considerably less than that quantity, is now using California oil for fuel.

There has been a steady increase in the use of fuel oil on the steam roads of the State. It is also being used on the ferryboats and on some of the coast steam schooners, and will eventually come into use on steamers for long voyages. It is reported that Japan is at present using crude oil on some of the railroad locomotives of the country. A study of the geologic formations and general conditions governing the oil fields of the United States is being made by experts from Japan, for the purpose of discovering whether or not similar formations may be productive in the latter country. If, however, productive oil fields are not found within the Japanese territories, there is no doubt that California will find a good customer for the surplus production of the State.

A steamer employed by a United States fruit company recently returned from Puerto Barrios, Guatemala, to New Orleans, having made the round trip using Beaumont fuel oil instead of coal. It was the first test of the oil made in the use of this oil for fuel, and was watched with great interest. The steamer made the fastest trip on record from Central America—two days and nineteen hours. The engineer reports that the use of oil enabled the steamship to dispense with six firemen, that the trip used 850 barrels of oil, as against 218 tons of coal usually required, the oil costing only half as much as the coal, and proving steadier and more reliable.

The huge steamships owned by the American-Hawaiian Steamship Company are to be converted into oil-burners, the company having, after a thorough investigation, come to the conclusion that oil as fuel would be equally as good as coal and half as expensive. The fleet of steamers owned by this company will be the largest of their kind in the world burning oil, and since they make the voyage around Cape

Horn their success as users of the new fuel will leave no room for doubt as to its efficacy as a substitute for coal. It would be impossible, with a large cargo of freight, for any of the Cape Horn fleet to carry oil enough to last on the trip to or from New York and San Francisco, and for this reason a tank steamer is to be stationed by the American-Hawaiian Company in the Straits of Magellan, from which a supply may be obtained by passing steamers of the line. The oil for this supply ship will be taken from the Texas oil fields, in which stockholders of the steamship company are interested.

In a report made before the Institution of Naval Architects (British), the following practical advantages were urged of oil over coal as a sea fuel:

"The practical figures of comparison between coal and oil fuel realized in recent practice were that 2 tons weight of oil were equivalent to 3 tons weight of coal, and 36 cubic feet of oil to 67 feet of coal, as usually stored in a ship's bunkers; hence if the change of fuel were effected in an existing war vessel or applied to any design without changing any other of the data than those affecting the range of action, the latter would be increased by 50 per cent upon the bunker weight allotted and nearly 90 per cent upon the bunker space allotted. The coal protection for cruisers, whatever its real advantages, would disappear with the use of liquid fuel, because it would be for the most part stowed below the water line, if not wholly in the double bottom. The ship's complement would be reduced by the almost complete abolition of the stoker element and the substitution of a limited number of men of the leading stoker class to attend to the fuel burners. Rebunkering at sea—so anxious a problem with coal—would be made easy, there being no difficulty in pumping from a storeship to a warship in midocean in ordinary weather; 300 tons an hour was quite a common rate of delivery in the discharge of a tank steamer's cargo under ordinary conditions of pumping. Liquid fuel, if burned in suitable furnaces with reasonable skill and experience on the part of the men in charge, was smokeless. The cost of fuel in the East was less than that of Welsh coal when the cost of transport and Suez canal dues were added to the original price of the coal as delivered in a Welsh port.

* * * "The greatest commercial gain, however, was the increase of weight and space available for freight. If 3 tons of coal were taken as equal to 2 tons of oil fuel, there was a gain in weight of about 1,000 tons in the freight of a first-class Atlantic steamer and a gain of nearly the whole of the bunker space, which, subject to drawbacks of nonstowage in the hot parts, would be available for freight. Allowing for these and assuming the storage of the whole of the fuel in the double bottom and peaks, there would be a gain approaching 100,000 cubic feet of measurement made available for freight in such

a vessel. The gain from substituting the new fuel in vessels of less steam power proportionate to the size would be correspondingly reduced, but it might be fairly estimated for most ships that 25 per cent of the space now occupied by coal-bunker storage could be utilized for cargo by the transfer of the fuel in a liquid form to the double bottom and other parts not now of direct use. The cleanliness of oiling instead of coaling passenger ships and the saving of detention at ports of call were obvious.

* * * "Oil fires did not require cleaning, and thus a prolific source of lost speed in ordinary voyage routine was avoided. Parts of the vessel hitherto useless except for water ballast or fresh water were most suitable for oil bunkers, both because of the freeing of other spaces for cargo and because of the immediate adaptability of the water-ballast structure for holding liquid fuel."

Lloyd's Register has published a set of rules for existing vessels desirous of adopting oil as fuel in long voyages.

PACIFIC STEAMSHIP SERVICE WITH LATIN AMERICA.

Increased facilities for steamship communication between San Francisco and the ports of the various countries lying to the south of the United States have resulted in a fourfold development of the trade of the Pacific coast within the past two years. Previous to 1901 San Francisco's exports to South America averaged less than \$500,000 yearly, whereas in the year mentioned they amounted to \$2,000,000. These new conditions have stimulated the navigation companies to greater activity, and at present, including the Pacific Mail Company, there are five lines of steamers engaged in this coastwise business. The Kosmos is a German corporation, with a fleet of 25 steamships of large tonnage, plying between the principal ports of South America and Mexico, in this hemisphere, and Italy and Hamburg. The Pacific Steam Navigation Company, which with its 38 steamers controls the bulk of the South American carrying trade, has recently extended its lines to San Francisco. The "Compañía Sud Americana de Vapores" has a service between San Francisco and Valparaiso, and a new British-American line has put on steamers between San Francisco and Callao, Peru, stopping at the ports en route.

COAL ON THE PACIFIC COAST.

Of the three Pacific coal States Washington ranks first, with California second, though in 1896 and 1897 Oregon's output exceeded that of California. The coal fields of Washington are confined to the western and central parts of the State and comprise four large fields, the product ranging from lignite to bituminous coking coal. Since 1894 the output of the State has shown a steady increase, and in 1900 one county alone produced 1,000,000 tons. The prospect is for steady

development, though at present the total supply mined is consumed within the limits of the Pacific coast States, the San Francisco market being the chief purchaser. California's product is limited, and the consumption is chiefly local.

Oregon's productive coal field (known as the Coos Bay field) is situated about 200 miles south of the mouth of the Columbia River, and covers an extent 30 miles in length and 11 in breadth. Other fields exist, the commercial value of which has not been fully ascertained, though the prospects for enlargement are good. The Coos Bay coal is lignite and is preferred to other coals for domestic fuel, but does not generally coke and is not a good steam coal. In 1880 the Pacific field produced about 425,000 tons of coal; in 1890 over 1,435,000, and in 1900 over 2,704,000 tons.

PRODUCTION OF OPEN-HEARTH STEEL IN 1901.

The total production of open-hearth steel in the United States in 1901, including direct steel castings, was 4,656,309 gross tons, according to the report of the American Iron and Steel Association. These figures show an increase over the previous year of 1,258,174 tons, or over 37 per cent. The production of open-hearth steel has more than doubled in the last four years, having increased from 2,230,292 in 1898 to the figures given above.

In 1900 the open-hearth steel production of the United States exceeded that of Great Britain for the first time. In the year mentioned Great Britain's output was 3,156,050 tons, the largest in her history. In 1900 basic-process steel was produced to the amount of 2,545,091 tons, and the acid-process product was 853,044 tons. In 1901 these quantities had increased to 3,618,993 tons for basic and 1,037,316 tons for acid process. The total production of open-hearth steel castings in 1901 included in the above statement amounted to 301,622 gross tons, of which 94,941 were made by the basic process and 206,681 tons by the acid process.

The statistics above given show that not only was the output of open-hearth steel in 1901 the greatest ever made in the United States, but it is by far the largest ever made in any country in the world, and was nearly as great as that of Great Britain and Germany combined.

COPPER PRODUCTION IN MARCH, 1902.

The copper of the United States showed a decided gain in production in March, 1902, as compared with the two preceding months and also with the corresponding month of the year 1901. The total for the first quarter of the current year (January-March) did not, however, equal that of the same quarter in the previous year. A remarkable feature of this statement is in the fact that the exports in the quarter of 1902 in reference exceeded those of the same quarter of

1901 by 27,958 tons, the quantities being 51,232 tons and 23,274 tons, respectively. The March production is given as 24,035 long tons as compared with 20,331 in February, 1902, and 23,384 in March, 1901. For the quarter ending March 31 the total output—63,321 long tons—was less than that of last year by 3,482 tons, or 5.7 per cent, owing to the large decreases in January and February. Last year the copper exports were only 34.7 per cent of the production, while this year they were 80.9 per cent of the total during the first quarter.

According to statements compiled by the Metal Exchange, exports of copper for April were 16,275 tons, as compared with 19,826 tons in March, 16,931 in February, and 15,021 in January. In April, 1901, the exports were 4,929 tons, in 1900, 12,475, and in 1899, 7,760.

RECOGNITION OF LATIN-AMERICAN CONSULAR OFFICERS.

The Department of State of the United States has informed the International Bureau of the American Republics, under date of May 8, 1902, that the following foreign consular officers accredited to Latin-American countries have been recognized by the Government:

HARVEY COALE, Consul of the Argentine Republic at Baltimore, Md.

J. HARRIS PIERPONT, Consul of the Argentine Republic at Pensacola, Fla.

CARLOS CONDE, Honorary Consul of Venezuela at San Juan, Porto Rico.

IMMIGRATION AT THE PORT OF NEW YORK.

Some 178,600 immigrants have arrived at the port of New York during the four months ending with April. This is at the rate of 535,800 a year for New York alone, which would indicate a total present volume of immigration exceeding any known since 1882, when the arrivals numbered about 789,000. The present immigration is principally from Austria-Hungary, Germany, Italy, and Russia—the first-named country contributing the largest number. Most of the Italian immigrants remain near the place of landing—that is, in New York State, New Jersey, and Pennsylvania. This is true of the Hebrew immigrants. New York and Pennsylvania are also getting the bulk of the incoming Germans, while the Poles move out in the direction of Massachusetts. Considerable numbers of all classes take trains for the central West and the Northwest, while the South is still a neglected spot in this movement.

So far the year 1902 has broken the record of the past decade for immigrants landing at this port. January and February showed a large increase on the figures for the same months last year, and March showed 23,000 more than March, 1901, and during the first two weeks of April there entered 40,000 souls, as against 28,000 in the same fortnight a year ago. For the rest of April the proportions are as large.

WHEAT STATISTICS, MAY 1, 1902.

The total available world's stock of wheat held on May 1, 1902, as reported by telegraph and cable to "Bradstreet's," was 134,400,000 bushels, as against 163,300,000 bushels on April 1; 157,500,000 bushels on May 1 a year ago; 159,200,000 bushels on May 1, 1900; 130,500,000 bushels on May 1, 1899, and 102,500,000 bushels on May 1, 1898. The following table shows the stocks held in leading producing and consuming countries of the world on May 1 for a period of years past:

	May 1, 1902.	Apr. 1, 1902.	May 1—			
			1901.	1900.	1899.	1898.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
United States and Canada . . .	58,200,000	81,000,000	65,400,000	77,800,000	51,700,000	34,100,000
Europe and afloat	68,100,000	72,000,000	78,100,000	70,200,000	65,500,000	61,500,000
Australia	1,300,000	5,300,000	10,800,000	7,500,000	7,800,000	4,900,000
Argentine Republic	3,100,000	5,000,000	3,200,000	3,700,000	5,500,000	2,000,000
Total	134,400,000	163,300,000	157,500,000	159,200,000	130,500,000	102,500,000

The world's stock decreased 29,000,000 bushels in April, the largest decrease reported in that month for at least five years past, and present stocks are 23,000,000 and 25,000,000 bushels, respectively, smaller than one or two years ago, only 4,000,000 bushels larger than in 1899, and only 32,000,000 bushels larger than in 1898. Another point to be noted is that most of the excess shown over 1898 is in the American stock, as the European supplies are only about 6,600,000 bushels larger than five years ago. This excess, however, can not be regarded as a very great one, in view of the fact that the United States and Canada are conceded to have produced last year the largest wheat crops in their history. In this connection the following table, showing the United States and Canadian supplies on the first of each month for three years past, will be of interest:

	1902.	1901.	1900.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
January 1	102,086,000	96,597,000	99,287,000
February 1	95,321,000	95,041,000	96,396,000
March 1	89,857,000	87,676,000	93,384,000
April 1	81,026,000	81,826,000	86,897,009
May 1	58,296,000	65,382,000	77,814,000
June 1		51,781,000	64,483,000
July 1		42,545,000	64,426,000
August 1		44,859,000	66,168,000
September 1		43,614,000	73,723,000
October 1		60,025,000	86,279,006
November 1		71,878,000	92,221,000
December 1		93,009,000	96,648,000

United States supplies, it will be seen, fell off 22,700,000 bushels in April, as against only 16,400,000 bushels a year ago, while since the first of the present year the decrease has been 43,801,000 bushels, against 31,215,000 bushels a year ago and 21,473,000 bushels in 1900.

1238 INTERNATIONAL BUREAU OF THE AMERICAN REPUBLICS.

The position of United States and Canadian stocks on May 1 for a period of years past is shown in the following table:

May 1—	East of Rockies.	Pacific coast.	Total United States and Canada.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
1902.....	54,610,000	3,685,000	58,295,000
1901.....	60,298,000	5,084,000	65,382,000
1900.....	70,764,000	7,050,000	77,814,000
1899.....	47,258,000	4,455,000	51,713,000
1898.....	31,039,000	3,051,000	34,090,000
1897.....	49,684,000	1,614,000	51,298,000
1896.....	80,390,000	3,182,000	83,572,000
1895.....	80,454,000	10,150,000	90,604,000
1894.....	82,085,000	9,378,000	91,463,000
1893.....	95,710,000	3,537,000	99,247,000
1892.....	49,382,000	2,488,000	51,870,000
1891.....	33,662,000	4,211,000	37,873,000
1890.....	33,327,000	3,828,000	37,155,000

The European supplies on the 1st day of May, compared with preceding months and years, are as follows:

Month.	1895.	1896.	1897.	1898.	1899.	1900.	1901.	1902.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
January.....	78,500,000	89,800,000	79,200,000	71,600,000	61,900,000	68,200,000	71,400,000	70,000,000
February.....	84,100,000	73,800,000	77,500,000	71,300,000	61,700,000	66,100,000	72,700,000	73,100,000
March.....	83,200,000	73,300,000	70,200,000	69,000,000	68,200,000	66,300,000	74,800,000	72,400,000
April.....	79,700,000	69,000,000	64,700,000	69,900,000	67,700,000	74,700,000	78,200,000	72,000,000
May.....	81,500,000	63,100,000	55,900,000	61,500,000	65,500,000	70,200,000	78,100,000	68,100,000
June.....	85,500,000	62,000,000	55,500,000	67,200,000	70,500,000	68,100,000	76,300,000	.....
July.....	88,400,000	61,400,000	50,300,000	59,300,000	69,400,000	61,400,000	74,100,000	.....
August.....	86,800,000	48,000,000	38,000,000	44,800,000	63,500,000	61,900,000	70,100,000	.....
September.....	78,900,000	46,200,000	43,100,000	37,000,000	63,600,000	62,200,000	74,800,000	.....
October.....	89,000,000	58,500,000	57,300,000	39,700,000	66,000,000	67,900,000	75,200,000	.....
November.....	93,200,000	78,800,000	61,600,000	48,900,000	71,600,000	74,400,000	67,500,000	.....
December.....	89,400,000	80,200,000	70,500,000	54,400,000	71,100,000	72,400,000	71,400,000	.....

The combined American and European supplies compare as follows:

	1902.	1901.	1900.	1899.	1898.	1897.	1896.
	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>	<i>Bushels.</i>
January 1.....	165,000,000	162,000,000	167,000,000	117,000,000	132,000,000	156,000,000	194,000,000
February 1.....	168,000,000	167,000,000	162,000,000	118,000,000	127,000,000	148,000,000	177,000,000
March 1.....	162,000,000	162,000,000	159,000,000	124,000,000	118,000,000	133,000,000	172,000,000
April 1.....	153,000,000	160,000,000	161,000,000	123,000,000	114,000,000	122,000,000	163,000,000
May 1.....	126,000,000	143,000,000	148,000,000	117,000,000	95,000,000	107,000,000	146,000,000
June 1.....	.....	128,000,000	132,000,000	116,000,000	99,000,000	94,000,000	133,000,000
July 1.....	.....	116,000,000	128,000,000	119,000,000	80,000,000	78,000,000	124,000,000
August 1.....	.....	115,000,000	128,000,000	116,000,000	58,000,000	64,000,000	108,000,000
September 1.....	.....	118,000,000	135,000,000	117,000,000	53,000,000	68,000,000	107,000,000
October 1.....	.....	135,000,000	154,000,000	134,000,000	67,000,000	95,000,000	127,000,000
November 1.....	.....	139,000,000	166,000,000	159,000,000	88,000,000	111,000,000	162,000,000
December 1.....	.....	167,000,000	170,000,000	166,000,000	106,000,000	127,000,000	172,000,000

This combined supply, it will be seen, is 17,000,000 bushels smaller than a year ago, 22,000,000 bushels smaller than in 1900, but 9,000,000 bushels larger than in 1899 and 31,000,000 bushels larger than in 1898.

URUGUAY.

TRADE-MARKS AND PATENTS OF INVENTION.

The President, in his message to Congress of February 15, 1902, makes the following remarks concerning the patent laws of the Republic:

"The revenue of 1900 amounted to \$7,835 derived from the granting of 86 trade-marks, 12 patents, and 17 transfers.

"The revenue of 1901, which amounted to \$8,200, shows an excess of \$365 over that of the previous year, derived from 101 trade-marks, 13 patents, and 18 transfers.

"As will be seen, this increase is not important. Until the present law is modified and the rate of these taxes is reduced, there will always be hesitation on the part of trade and of the industries, especially with respect to persons of limited capital, in designing and registering trade-marks in their respective lines.

"It is now two years since a special committee appointed by the Government began studying a plan for the modification of the law at present in force, in which it is proposed, among other things, to take the following important questions into consideration, namely, the granting of patents in order to stimulate the efforts of the smaller manufacturers and merchants; the adoption of a provision whereby the registration of foreign trade-marks is rendered obligatory within a reasonable time, and the adoption of more summary proceedings in order to prevent counterfeiters or imitators from taking advantage of the slow course of ordinary justice, which, under the present mode of procedure, does not sufficiently suppress skillful counterfeiting.

"It is earnestly to be hoped that the committee should not delay its work, since it is urgently desired to put into practice said modifications, as well as others of a similar nature which are of great public utility.

"The erroneous interpretation of the law of 1877, which is often made by solicitors or agents, concerning the registration of foreign trade-marks, has given rise to more than one decree of the Executive Power intended, like that of June 14, 1901, to secure a strict construction of the law and a clear application of its provisions for the purpose of protecting rights legitimately acquired, and which must not be violated by reason of machinations or schemes put into practice by those who invent foreign trade-marks at will or fraudulently enjoy those belonging to others.

"According to the above decree, which it is to be regretted is not more widely known, it is provided, in a broad sense, that a foreign trade-mark can only be registered in this country as such by present-

ing the proper certificate of having been registered in the country of its origin.

"In fact, the law of 1877 classifies trade-marks as domestic and foreign. In order to determine the former the occupation of the applicant suffices, inasmuch as the registration of a trade-mark is a commercial act that devolves solely upon persons recognized as merchants; but, in order to prove the class of the latter, as these (the foreign trade-marks) are regarded as existing in the country of their origin, and it is with this understanding that they are brought here to be registered, the necessity of proving their legal existence by means of the only document that can constitute a satisfactory proof of that fact arises, and said proof is none other than the certificate of inscription issued by the proper department of the country in which it originates.

"Any other construction of the law would only serve to protect the commission of fraud, which, in the present case, consists in the creation of foreign trade-marks *ad libitum*, which many unscrupulous persons would devise for the purpose of speculation.

"The requisite demanded necessarily originates in the law itself, and will serve to prevent premeditated plans, such as those already known to the Executive Power, based on collusion and the unlawful act condemned by law, and the practice of any person appropriating to himself a title belonging to another with possible injury to third parties.

"There are other important provisions which complete the work of the foregoing—that is to say, those that have introduced the proper order and method concerning the manner of proving the ownership claimed by attorneys of the alleged proprietors of foreign trade-marks and patents. In order to secure a proper observance of the law and to act in good faith, it has been decided several times that the powers of attorney should be presented in due form with all the formalities usually required in order to be filed at the office of the general registration of powers of attorney."

After the publication of President CUESTAS's message an interesting correspondence took place between the President and the Attorney-General of the Republic concerning patents of invention which it is desired to register as trade-marks, a translation of which is as follows:

"OFFICE OF THE ATTORNEY-GENERAL,

Montevideo, February 3, 1902.

"The law of March 1, 1877, on permitting that parcels or packages may, among other things, be registered as trade-marks, undoubtedly intended that said parcels or packages should be of such a nature that their origin or form would serve as a distinguishing mark for the articles contained therein, since, otherwise, they would not properly con-

stitute a special design, and would not therefore serve the purpose for which they were intended. Nevertheless, nothing was provided respecting those parcels or packages in which the novelty consists not only of the circumstances indicated, but also, as in the present instance, in the application of ingenious designs whose classification seems to fall more properly within the sphere of industrial privileges.

"This Department is of the opinion that the registration of parcels as trade-marks, the distinguishing characteristics of which consist solely in such new application of useful devices, should not be granted, for the simple reason that the registration implies a guaranty of the absolute ownership of the property by the proprietor—that is to say, the latter by the mere act of the registration of such a package would actually enjoy the benefits of a real trade-mark, inasmuch as no one could prepare and sell packages of the same class without being subject to the penalties prescribed by law. In order to obtain this broad right, our laws prescribe something more than the simple formalities of registration—they demand a privilege obtained in due form after taking into consideration all the guaranties that may be required. Otherwise, the provisions of the law would be easily evaded, since the same results would be obtained by soliciting the registration of trade-marks in packages or parcels, although as a matter of fact these might, by their nature, be real inventions in the broadest sense of the term.

"Consequently, as the Chamber of Commerce observes, when the trade-mark, the registration of which is sought, consists of a parcel composed of a series of substances of common commercial use, and which can not be considered as the exclusive property of any one person, this Department is of the opinion that Your Excellency should not entertain the acceptance of an application unless the applicant had previously obtained the proper privilege as to the feature that distinguishes it, and that, as has already been stated, can only be guaranteed in that form.

"However, Your Excellency will decide as may be deemed most proper.

JOSÉ M. REYES."

"DEPARTMENT OF PUBLIC WORKS,

"Montevideo, February 28, 1902.

"In view of the opinion of the Attorney-General, let the interpretation rendered by him be enforced, and let the Office of Trade-Marks and Patents be advised in order that the same may be duly observed.

"CUESTAS.

"Alfonso Pacheco."

SOURCES OF REVENUE, 1901.

Accompanying the message of the President of Uruguay as addressed to the National Congress on February 18, 1902, was a table setting forth the sources of revenue for the civil year ending November 30, 1901. For the purposes of comparison, both the estimated revenues and the collections actually made during the period named are given, as follows:

SOURCES.	Estimated values.	Collections.
Customs duties	\$10,200,000.00	\$9,629,653.12
Taxes on realty	1,850,000.00	1,820,192.36
Trade and professional licenses	940,000.00	945,890.27
Additional licenses, 24 per cent	258,866.00	86.00
Bank of the Republic, profits	270,000.00	265,764.43
Taxes on products of national manufacture	530,000.00	774,248.29
Internal-revenue taxes on tobacco	450,000.00	422,710.34
Department of Public Instruction (including taxes on inheritances and legacies)	500,000.00	569,795.16
Stamped paper	370,000.00	355,319.17
Posts and telegraphs	340,000.00	337,719.61
Revenue stamps	200,000.00	222,411.33
Tax on inheritances previous to the law of 1893, of signatures, etc.	90,000.00	53,172.57
Patents and trademarks	10,000.00	6,343.36
National Board of Health	6,287.95	6,287.95
Sanitary licenses	10,512.05	10,512.05
Light-houses	16,900.00	16,900.00
Consular fees	11,308.86	11,308.86
Civil and military pawnshops	50,000.00	44,321.02
Marks and bands for cattle	10,000.00	5,604.17
Court of Admiralty	500.00	521.00
Law of Oct. 18, 1898, income tax of 5 per cent	40,000.00	46,433.86
Total	16,121,324.86	15,543,282.92

GOLD MINING IN THE REPUBLIC.

The Department of Interior of Uruguay has furnished the United States Consulate at Montevideo with statistics regarding gold mining in the Republic for the years 1899, 1900, and 1901. From his report forwarded to the Department of State at Washington the following data is obtained:

The mines in Rivera produced 5,119 tons in 1899, yielding in gold 61,336 kilograms (139.2 pounds), the total value being \$7,500.26. In 1900, 7,345 tons of mineral quartz were worked, producing 71,234 kilograms (157.04 pounds) of gold. In 1901, 1,183 tons were worked, with a yield of 71,946 kilograms (158.6 pounds) gold. The cyanide process is now in use and better results are obtained than formerly. The mines are all small—the workings being mostly on the surface—and assays made from twelve workings range from 6.75 grams (104.15 grains) to 30.79 grams (475 grains) per ton. During 1901, 25 new applications for mining privileges were filed. It is found that the work is greatly retarded by a deficiency in the water supply. A percentage on all the gold produced is the property of the Government. In the development of this industry French appliances are used exclusively.

PUBLIC DEBT STATEMENT FOR 1901.

The total of the public debt of the Republic of Uruguay on December 31, 1901, was \$124,803,287, as against \$125,506,953 on December 31, 1900. These figures indicate a decrease for the year of \$703,666. The annual service of the public debt in 1901 was as follows: Interest, \$4,911,271; amortizations, \$1,184,331; railway guarantees, \$791,848; commissions, \$14,605; other expenses, \$502; total, \$6,902,557. From this total the profits on exchange are subtracted, leaving a net total of \$6,900,586, or an amount which is \$15,778 less than that representing the service of 1900. There was a decrease for the year of about \$45,000 in the interest paid, an increase of about \$46,000 in the amortization account, a decrease of \$866 in the railway guarantees, and an increase of \$16,500 in the exchange account.

The detailed statement of the debt as it appeared on December 31, 1901, is as follows:

Internal guarantee debt.....	\$3,519,000
Unified interior debt.....	5,146,950
Liquidation debt (including \$226,275 not emitted).....	763,332
Treasury certificates.....	4,756,000
Extraordinary loan:	
First series.....	3,306,800
Second series (including \$384,469 not emitted).....	2,384,100
Third series.....	1,328,400
Issue of 1901.....	988,800
Foreign consolidated debt.....	92,286,280
Uruguayan 5 per cent loan of 1896.....	6,909,000
International Italian debt.....	4,000
French debt.....	134,725
Spanish debt.....	128,400
Brazilian loan.....	3,147,500
Total.....	124,803,287

MISCELLANEOUS NOTES.

Uruguayan cotton has received a very favorable opinion from the English experts to whom samples have been submitted for examination. Cotton with seed was judged as of very little commercial value on account of the difficulty of separation, but a second sample clean from seed was estimated as worth about 10 cents per pound at the current market rate. The seed, free from thread, was valued at about \$25 a ton, the high price being obtainable on account of the scarcity of the seed.

The "South American Journal" of March 22, 1902, states that a new sugar factory, which is expected to supply the Republic with this article, is shortly to be put in operation. The plant is valued at \$300,000, and has under culture 2,500 hectares (6,177.5 acres) in beet root.

The inland revenue tax on matches has produced the following sums during the years named: 1896, \$162,600; 1897, \$159,800; 1898, \$179,900; 1899, \$201,300; 1900, \$258,000; 1901, \$130,342.

VENEZUELA.

DUTIES ON PAPER.

Regarding Venezuelan duties on paper, United States Consul PLUMACHER sends from Maracaibo, under date of March 15, 1902, translations of recent Executive Decrees, the first providing that white silk paper imported in sheets of the dimensions of 49 by 36 centimeters (14.17 by 14.29 inches)—used for the manufacture of copy books—shall be placed in class 3 of the tariff. This class of merchandise pays an import duty of 0.25 *bolivar* per kilogram (4.8 cents per 2.2 pounds). The other decree provides that the paper comprised in class 3 of the tariff, "not specified," when introduced through the custom-houses and having some name or heading printed or lithographed, even if for private use, shall be included in class 5 of the tariff, in the same manner as office supplies. The fifth class is liable to a duty of 1.25 *bolivars* per kilogram (24 cents per 2.2 pounds).

Mr. PLUMACHER adds:

"It should be kept in mind that sample boxes (*muestras sin valor*) to a gross weight of 25 kilograms (55 pounds) will always pass the custom-houses without paying duty. This ought to be of interest to manufacturers of patent medicines and drugs, who send them for distribution among physicians and druggists. Up to the present most of the patent medicines are of French origin."

RECEIPTS AT CARÚPANO, LAST HALF OF 1901.

The receipts of the custom-house at Carúpano, according to statistics published in "El Tiempo" of Caracas, for the six months from July to December, 1901, inclusive, amounted to 535,445.24 bolivars (\$103,340.93), collected from the following sources:

	Bolivars.
Imports	344,562.71
Parcels post.....	1,715.05
Fines.....	1,592.10
Auction sales.....	2,349.60
Interest.....	127.04
Stamped paper.....	2,470.05
Tax on mines.....	3,117.74
	355,934.29
Merchandise for the Azufrales Mining Company and the municipal council.....	172,007.60
	527,941.89
Duties on exports	7,503.35
	535,445.24

TAX ON CACAO, FLOUR, AND ALCOHOL IN THE STATE OF SUCRE.

"El Tiempo," of Caracas, states that the State of Sucre has imposed, commencing with March 23, 1902, the following taxes on cacao, flour, and alcohol:

	Bolivars.
On every 50 kilos of cacao shipped abroad through the ports of the States..	2= \$0. 386
On every 50 kilos of flour imported from the United States or Europe....	3= . 579
On every 300 pounds of cane alcohol (80 bottles) produced by the distilleries of the State, or that may be offered for sale.....	5= . 965

THE WORLD'S FLAX CROP.

According to the Department of Agriculture of the United States the flaxseed crop of the world for 1900, the latest year for which comprehensive figures are available, amounted to 64,466,500 bushels, against 61,726,600 bushels in 1899 and 72,938,500 bushels in 1898. Upward of 95 per cent of the 1900 crop was produced in four countries, namely, the United States, Russia, India, and the Argentine Republic, less than 5 per cent of the total crop being produced in all the other countries of the world combined. In 1900 Russia produced 32.06 per cent of the world's crop; the United States, 31.02 per cent; India, 18.61 per cent; the Argentine Republic, 13.75 per cent; and all the other countries combined, 4.56 per cent.

The world's commercial crop of flax fiber is practically all produced in Europe, none of the great flaxseed-producing countries outside of Europe being engaged in this phase of the industry. The flax-fiber crop of the world in 1900 amounted to 1,312,709,000 pounds, against 1,139,077,000 pounds in 1899 and 1,780,693,000 pounds in 1898. Upward of 77 per cent of the total in 1900 was the product of Russia, the remaining 23 per cent being the combined production of the rest of Europe.

The prices made upon flaxseed in the United States in the crop year 1900-1901 were the highest in twenty years, the highest Chicago quotation having been in July, 1901, when the price of seed reached \$1.90 per bushel.

The exports of flaxseed in the fiscal year ended June 30, 1901, from the United States were 2,755,683 bushels, valued at \$4,319,102; imports during the same year were 1,631,726 bushels, valued at \$2,098,207, leaving an excess of exports over imports of 1,123,957 bushels.

Under average conditions the quantity of oil that may be manufactured from a crop of seed like that of 1900 (20,000,000 bushels) is about 50,000,000 gallons; the quantity of oil cake or oil-cake meal from such a crop would be about 760,000,000 pounds. As is well known, the linseed oil manufactured in the United States is practically

all for home consumption, the average annual exports not exceeding 100,000 gallons. The greater part of the oil cake and of the oil-cake meal, on the other hand, is exported, the exports of this product in the fiscal year ended June 30, 1901, having been 455,154,866 pounds, which may be accepted as approximately representing the exports of the oil cake and meal made out of the 1900 crop. The principal customers for linseed-oil cake and meal are Germany and the United Kingdom—Germany, in the fiscal year ended June 30, 1900, taking about 33 per cent and the United Kingdom 28 per cent of the total exports of the United States.

It is notable that of the four countries which produce annually 90 to 95 per cent of the flaxseed crop of the world the United States is by far the most important as a manufacturer of oil and oil cake. The great bulk of the flaxseed produced in Russia and India appears upon the markets of the world as raw material, and is converted into manufactured products in the oil mills of Europe. The Argentine Republic usually manufactures from 10 to 15 per cent of her annual crop, chiefly for home consumption, and the surplus is consigned to Europe for manufacture in European mills. The Russian crop of flax fiber, also, which constitutes such a heavy proportion of the entire world's crop, is exported to France, Germany, England, and other European countries to the extent of three-fourths of the entire quantity raised for textile uses.

TRADE OPPORTUNITIES IN LATIN AMERICA.

According to United States Consul RUFFIN, there is a large consumption of Portland cement in Asuncion, Paraguay, as most of the houses are built of brick. One house alone sells about 48,000 barrels per year. Frame houses are not liked in the country, because they afford hiding places for all manner of insects. People build their walls exceedingly thick, on the principle that both heat and cold are thus excluded; they also cover the houses on the outside with cement. The chief brands coming to this market are: Aguila, which comes in barrels of 120 kilograms (264 pounds), and costs \$1.50 and \$1.60 laid down in Buenos Ayres; Cardinal, which comes in barrels of 100 kilograms (220 pounds), and costs \$1.70 gold; Leon, which comes in barrels of 100 kilograms, at \$1.65 gold; Pato, in barrels of 100 kilograms, at \$1.50 to \$1.60. This last class is quite inferior, and does not seem to be popular. It is advisable to send heavy material like this to Buenos Ayres, sending shipping documents to a transshipping company and notifying it by previous letter (in Spanish) of the steamer on which the shipment is made so that the lighters may be ready. These lighters remain in the port of Buenos Ayres perhaps six or eight days await-

ing a steamer for Asuncion. The freight on such a cargo boat is \$2 less than if the goods are shipped on one of the passenger boats. Some of the New York lines have arrangements with the Milanovich Steamboat Company to transship their cargo on a river steamboat, which is as cheap as obtaining a through bill of lading from New York. The usual term of credit here is six months.

There is an opening for American sugar machinery in Brazil, according to United States Consul-General EUGENE SEEGER, at Rio de Janeiro, who reports to the State Department that a syndicate of Dutch capitalists is organizing large sugar plants in Rio and Sergipe, and the installation of United States machinery for these plants is recommended. "The syndicate," the Consul says, "will adopt it, if they receive favorable offer from American houses. It wants, among other things, electrical sugar machines of every kind, including cane crushers—not cutters—and dynamos and motors, variously described as of 220 kilowatts, 330 effective horsepower, 220 and 440 volts—in short, everything requisite for the installation of large sugar refineries. The same interests are also concerned in sugar refining in Java, and they are desirous of securing the sole agency for United States rails for narrow-gauge roads of from 75 to 100 centimeters (29.5 to 39.37 inches) in width, and for locomotives and other rolling stock, to be used in the transportation of sugar over such roads. United States houses desiring to enter into negotiations for supplying the machinery required should address STORK FRÈRES, Hengelo, Holland."

Mexican advices state that the Consul of the Republic in Christiania, Norway, has informed the Mexican Secretary of Foreign Relations that a company has been organized in that northern city for the purpose of trading with Mexico, beginning with the shipment of certain Norwegian merchandise calculated to suit the southern market in quality and price. Among the many such articles the Consul mentions codfish, which has always had a very large consumption in Mexico, and at present is imported mostly from Spain. Other articles mentioned are telephone apparatus, wood pulp for paper, shoeing nails, and copper paints for the bottoms of vessels. The company starts with a capital of 40,000 crowns (a little over \$10,000), which, it is said, will be increased as business grows. CHRISTIAN SCHJITJEN, who resided in the city of Mexico for three years as commercial agent in the service of the Norwegian Government, is the manager and Mexican representative of the new enterprise. The demand for United States telephone apparatus for Mexico has been particularly heavy of late.

It is reported from Mexico that a Monterey promoter has interested Pennsylvania capitalists in a proposition to establish a modern shoe factory in the northeastern part of the Republic. The plant, it is said,

will be located either at Linares or Montemorelos. It is further said that \$500,000 will be invested in the enterprise. All the machinery will be imported from the United States and the skilled workmen will also be Americans.

Mexican advices state that a concession has been obtained from the State of Zacatecas by A. H. NORWOOD and JOHN ERIKSON for the construction of metallurgical works and smelters in the district of Sombrerete, at a point between the city of that name and the town of Chalchihuites. The concessionaires own mines in the district, but will reduce the ores of other mines as well as their own. The minimum capital to be invested in the works and mines is \$1,000,000.

G. F. MEEHAN, Vice-President and Manager of the Monterey Iron and Steel Foundry, Monterey, and President of the Coahuila Mining and Smelting Company, Mexico, is now in the United States for the purpose of placing considerable contracts for equipment to be installed in the plants of these concerns. The capacity of the Monterey plant is to be doubled and it is proposed to build gasoline engines there. Fully \$200,000, it is said, will be expended.

In a report to the State Department, United States Consul-General HANNA, at Monterey, says that a concession has been granted for the establishment of a dynamite explosive plant at Monterey convenient to the many mining properties of that district. He is informed that the Société Financière pour l'Industrie de Mexique and the Société Centrale de Dynamite, represented by H. TRON, of Mexico City, are large stockholders in this new organization.

United States Consul-General P. C. HANNA reports to the State Department, from Monterey, that a company, known as the Mexican White Lead Company, was formed a short time since at Gomez Palacio, Coahuila, with a capital of \$100,000. The lead found at that place is said to be pure and of an excellent quality. The duty on white lead is high, says Mr. HANNA, and the company expects to be able to supply the product much more cheaply than it can be imported from the United States.

PEDRO DEL OSPINO, representing a large transportation company of the United States of Colombia, is reported to have placed a contract with the Triumph Electric Company, of Cincinnati, Ohio, for a large number of motors, to be utilized for the electric lighting of steamboats which are to be built in United States for the Magdalena River trade.

Mexican advices state that Monterey business men propose to erect a large department store in that city. The building, it is said, will cost about \$1,000,000 gold. The only important establishment of that description in the Southern Republic is one operated in the City of Mexico. United States material was used largely in its construction, and the store is run largely on United States lines.

The Minister of Finance is reported to have granted the Buenos Ayres and Rosario and Central Argentine Railway the right of way to import, duty free, 21,390 tons of sand and 10,695 tons of Portland cement for use in constructing a grain elevator at Dock No. 2. The building will be constructed of steel and cement, according to the system followed in United States structures.

Congress has definitely voted, and the Argentine Government has promulgated the law authorizing the call for proposals for the building of a special basin for coaling vessels or those loaded with inflammable materials. This work, which will also include the building of warehouses, is valued in the said law at 6,000,000 *pesos*, or 30,000,000 *francs*.

Heavy shipments of machinery intended for the equipment of the large smelting plant about to be constructed at Guaymas, Mexico, are now being made. The smelter will have a daily capacity, it is said, of 1,000 tons of ore and will entail an expenditure of \$600,000.

The municipal council of São Luiz, capital of the State of Maranhão, Brazil, is calling for proposals for the construction of a market and slaughterhouse in that city. The market which it is proposed to build will cover an area of 1,200 square meters and will be divided into 98 compartments.

The Nicaragua Electric Company has been incorporated in the United States, with a capital of \$100,000, by GUSTAV LEHMAN, Sr., WILLIAM ADLER, and T. M. SOLOMON, of Managua. The object of this company is the erection of a light and power plant in the capital city.

According to a decree issued on February 14, 1902, carriages, harness, and accessories have been exempted from customs duty on importation into Paraguay until February 14, 1903.

BOOK NOTES.

Books and pamphlets sent to the International Bureau of American Republics, and containing subject-matter bearing upon the countries of the International Union of American Republics, will be treated under this caption in the Monthly Bulletin.

The Bureau of Statistics of the United States Treasury Department has recently issued a monograph on "Modern Tariff Systems," which is of especial interest at this time in view of the tariff discussions and pending tariff legislation in various countries of the world. The classification of the tariff systems in use throughout the world is given as: (1) The general tariff system; (2) the general and conventional tariff system;

(2) the maximum and minimum tariff system. The system of general tariffs is the simplest of those enumerated and consists in having a single schedule of import duties which is applied to the goods of all countries without distinction. This tariff system is framed with the acknowledged purpose of being the basis for the negotiations of commercial treaties. A conventional schedule is drawn up in these treaties, and, by the action of the most-favored-nation clause, the conventional tariff becomes so extended in application that, as a rule, it is the exception to apply the general tariff. For this reason the general tariff is regarded mainly in the light of a preliminary sketch of the real tariff, and, consequently, the rates in the general tariff are made sufficiently high as to admit of being reduced and concessions demanded in return. The most prominent country using the general and conventional system is Germany. The conventional tariff is made up of the schedules contained in the commercial treaties with Austria, Italy, Belgium, Switzerland, Russia, Roumania, Greece, and Servia. The maximum and minimum tariff system is distinguished from the others, first of all in its form. Instead of having two rates for a few articles it extends this rule to most of the articles on which duties are imposed, and for this reason is frequently called the double tariff system. In the application of these rates, the maximum schedule corresponds to the general schedule and the minimum schedule to the conventional schedule, since the minimum rates are accorded only to countries receiving the most-favored-nation treatment. The countries at present using a multiple, or maximum and minimum system are Spain, France, Russia, Brazil, Greece, and Norway.

An article of more than passing interest is published in the "Journal of Political Economy" for March, 1902 (University of Chicago Press, Chicago), by ROBERT RENÉ KUCZYNSKI, concerning "Wheat Growing in Argentine." The subject-matter is based upon extended and numerous reports collected by Prof. KARL KAERGER in his capacity of agricultural expert of the German Government at the legations of Buenos Ayres and Mexico. The acreage which might be advantageously devoted to wheat culture in the Republic is estimated by the author at 120,000,000 acres. The greatest extent officially reported as under culture was in 1895, when about 5,000,000 acres were productive. Santa Fe, Entre Rios, Buenos Ayres, and Córdoba are the four great wheat-growing provinces, containing 96.80 per cent of the total acreage. The relative fertility of Argentine soils is treated, as also atmospheric conditions, difficulties and advantages encountered, methods of seeding, harvesting, and shipping, labor conditions, cost of production, and the relative production of the Argentine and other world wheat crops. The authorities cited include: The Kaerger reports; "*La Producción Agrícola y Ganadera de la República Argentina en el año*

1891," by ALOIS E. FLEISS; "*Boletín de Agricultura y Ganadería del Ministerio de Agricultura*;" "Wheat Growing in the Argentine Republic" by WILLIAM GOODWIN; and other statistical compilations of the United States and the Argentine Republic.

"The Operation of the Modern Grain Elevator," as treated by DAY ALLEN WILLEY, in the "Engineering Magazine" for May, 1902, is valuable as a demonstration of the fact that the evils of overproduction are no longer to be feared, storing facilities having been developed to an unprecedented extent. The immense production of grain in the western sections of the United States has rendered it impossible to sell the crops immediately on harvesting, except at a loss; therefore the "grain elevators," so called, hold the grain at the convenience of the owner. These elevators are divided into two classes, receiving houses and transfer houses. The methods for receiving, storing, and shipping the grain have been carried to the highest state of perfection and speed. So rapidly does one of the elevators transfer its contents that the first carload of wheat may be deposited in the hold of the vessel on the water side of the structure before the last bushel has left the car on the other side. The tendency in modern storage-house construction is to increase capacity. Ten years ago a million-bushel elevator was considered large, but the structures which have recently been erected at railway terminals and at important harbors range from 1,500,000 to 3,000,000 bushels capacity, and some of them have facilities for loading at one time three steamships of 7,000 tons carrying capacity each. Such structures are necessarily erected with special provisions for the enormous pressures to which they will be subjected, steel having been employed in many of the Great Lakes elevators. Electricity is depended upon for power entirely in the modern elevators, the system of individual motors being utilized for greater economy in power distribution. Receiving, cleaning, weighing, storing, and loading operations can be carried on simultaneously without interfering with each other, and during the entire operation the only manual labor required is in adjusting the spouts and starting and stopping the machinery.

"The Coal Resources of the Pacific" are exhaustively discussed by HARRINGTON EMERSON in the "Engineering Magazine" for May, 1902, from the standpoint that the development of the Pacific and the determination of its naval and commercial control must depend largely upon the existence of sufficient and available coal supplies. Coal mines and coal fields occur along the Pacific shores northwest from Chile to Alaska, and thence southwest to Australia and New Zealand. There are now important coal mines at Lota and Coronel in Chile, and the next commercial outcropping of the mineral occurs at Coos Bay,

Oregon. North of Coos Bay are very extensive coal beds of various qualities. They are at present the most important on the Pacific Ocean and are easily mined. This Puget Sound coal basin, exclusive of Vancouver Island, covers an area of 750 square miles, and to the north and west of this section extend seams of varying thickness and commercial value. The greatest and most extensive coal field of Alaska is to the westward of Kenai in latitude 55° 30' to 56° 30' and longitude 158° to 161°. The North Pacific coal mines on the American side produced, in 1901, 2,504,190 tons, and in British Columbia about 1,712,715 tons, a total of 4,216,905. The consumption of fuel along the Pacific coast from Mexico and Central America northward, in California, the Hawaiian Islands, in Alaska, and locally in Oregon, Washington, and British Columbia, including steamers and railroads, is estimated at 4,667,000 tons, so the conclusion is drawn by Mr. EMERSON, inferentially, that the Pacific coast need not obtain its coal supplies from other sections.

The industrial position of the United States among the countries of the world is the subject of a paper published in the "Forum" for May, 1902, by Mr. HENRY GANNETT, of the United States Geological Survey. Under the title "Our Industrial Position in the World," the author calls attention to the following facts: The United States has 5 per cent of the world's population and 7 per cent of the land area; there are 400,000,000 acres of land under cultivation within the Republic, or about one-quarter of the cultivated land of the earth; 21 per cent of the total wheat crop of the world is produced in the United States, of which from one-quarter to one-third is for export purposes; the maize output is 76 per cent of the total, and that of oats is 25 per cent, while cotton is supplied to the amount of three-fourths of the entire crop of the world; in wool, the United States expends \$20,000,000 annually, the native production being only about 11 per cent of the world's crop; the potato crop is less than one-tenth, and the sugar production less than 8 per cent of the total; tobacco is represented by 37 per cent of the total; hops, by 18 per cent; wine, 1 per cent; spirits, 10 per cent; beer, 19 per cent; one-fourth of the horses, and nearly one-fourth of the cattle, 7 per cent of the sheep, 40 per cent of the hogs, and about 25 per cent of the dairy products of the world originate in the United States. Of the entire agricultural output of the world, the United States gives 23 per cent; Russia, 15 per cent; Germany and France each 12 per cent, while in manufactured goods, 34 per cent is of United States origin. The relative rank of the leading producing countries in iron ore, coal, and petroleum is also considered, and railway and shipping statistics are summed up, showing 40 per cent of the world's mileage in the former case and 20 per cent of the total tonnage of the world in the latter as among the assets of the United States.

"Landwirtschaft und Kolonization in Spanischen Amerika" (Agriculture and Colonization in Spanish America), by Prof. Dr. KARL KRAEGER (in two volumes), has been received by the Bureau of the American Republics. Dr. KRAEGER, who is an expert agriculturist attached to the German Legation at Buenos Ayres, has collected in two volumes a vast amount of information and statistics, embracing the official reports sent from the Legation at Buenos Ayres and Mexico to the German Foreign Office, during the years 1895-1900. They are the result of personal investigations and are published by permission of the German Government. The author states that while he has endeavored to touch upon politico-economic as well as agricultural conditions, yet the major part of the work is taken up with plain facts. A detailed index makes the work one of value as a book of speedy reference. The first volume is devoted almost entirely to the Argentine Republic, treating the agricultural conditions in the Provinces of Santa Fé, Córdoba, Entre Rios, and Buenos Ayres, and especially wheat, sugar, wine culture, and stock raising. Chapters in volume 1 are devoted to Uruguay, Paraguay, the Territory of Pampa Central and Patagonia, and also to quebracho wood, importation of maté into Germany, and census statistics. Volume 2 contains chapters on Chile, Bolivia, Peru, Ecuador, and Mexico. A graphic chart showing the variation in the prices of wheat and flour forms part of the first volume of the work.

The Mexican Sugar Report, 1900-1, published by "El Hacendado Mexicano," and recently received by the Library of the Bureau of the American Republics, is a most valuable reference book concerning the sugar industry of Mexico, Central America, Porto Rico, and Cuba. A complete list of the sugar planters of the countries in reference, their post-office addresses, names of plantation, amount of product, etc., and other valuable data are included in the publication. Among the various matters treated, the sugar factories of the Republic receive special attention, it being stated that the large central factory will produce next year about 20,000,000 pounds of sugar, extensive machinery having been added, so that at present the plant ranks as the largest in the Republic. According to present indications, it is estimated that the year 1901-2 will show a sugar output far in excess of any previous season.

The "Crop Reporter," published by authority of the Secretary of Agriculture of the United States, in its April number contains a very interesting article concerning the "Production and Exports of Argentina," with special reference to the cereal crops of the country. The development of cold storage has rendered the meats of the Republic as marketable as its wool and hides, whereas the steady inpouring of immigration, principally of an agricultural class, has made its wheat, maize, flaxseed, hay, and other agricultural products factors in the

world's markets. The statistics presented in the article are compiled from official and other reliable sources, and embrace the following classifications: Areas under crops in 1890 and 1900; production and distribution of wheat; production, consumption, seed, and surplus; wheat crops of 1899-1902; the maize crop; crops of chief agricultural provinces; agricultural and pastoral exports; exports of wheat, maize, flaxseed, and exports of hay and certain pastoral products since 1891.

The United States Department of Agriculture has issued as No. 24 of its publications of the Section of Foreign Markets a bulletin of the agricultural imports and exports of the United States for the five years 1897-1901. From this it is seen that in an annual average of imports, for the five years in reference, of \$750,208,381, agricultural imports figure for \$376,549,697, or 50.2 per cent. The annual average of exports for the five years is given as \$1,255,491,423, in which exports of domestic agricultural products are represented by \$827,566,147, or 65.9 per cent of the total. The bulletin includes a detailed statement of the agricultural imports and exports of the United States during each of the five years 1897-1901, embracing all commodities that seem properly to belong to the agricultural category.

The Library of the International Bureau of the American Republics has received a copy of the report transmitted to the Minister of Foreign Relations of Guatemala by Señor DON ANTONIO LAZO ARRIGAGA, Envoy Extraordinary and Minister Plenipotentiary of Guatemala in the United States and Mexico, in his capacity as Delegate to the Second International Conference of American States held in Mexico from October 22, 1901, to January 31, 1902. Under the title "Guatemala en la Segunda Conferencia Internacional Americana" (Guatemala in the Second International Conference of American States), Señor LAZO deals not only with the treaties, conventions, resolutions, and recommendations of the Conference in question, but also considers the historical antecedents of the congress which, in his opinion, is destined to have important bearing upon the pacific development of the republics of the Western Hemisphere.

Two volumes entitled "Histoire de la Découverte et de la Conquête du Pérou" (History of the Discovery and Conquest of Peru) are recent additions to the Americana of the Library of the International Bureau of the American Republics. This history of the discovery and conquest of the Peruvian Republic is a French translation from the Spanish of AUGUSTIN DE ZARATE, and was published in 1774. Not less interesting than the subject-matter are the quaint woodcuts and maps with which the books are embellished, while the curious letterpress and phraseology will delight the student. In the translator's preface the discov-

ery of America is classed among such other questionable benefits to mankind as the discovery of gunpowder and of printing, but it is admitted that the conquest of Peru had an important bearing on the personal affairs and expenditures of the courts of Europe.

The International Bureau of the American Republics has received the first installment of the revised edition of "Stielers Atlas," published by JUSTUS PERTHES, Gotha, Germany, consisting of four parts, as follows: Part I, No. 15, The Eastern Alps, scale 1:925,000, by C. SCHERRER and H. HABENICHT; No. 64, China, scale 1:750,000, by C. BARUCH. Part II, No. 57, Western Siberia, scale 1:750,000, by H. HABENICHT; No. 92, Mexico, scale 1:750,000, by H. HABENICHT. Part III, No. 14, Switzerland, scale 1:925,000, by C. SCHERRER and H. HABENICHT; No. 40, The Netherlands, Belgium, and Luxemburg, scale 1:1,110,000, by C. SCHERRER. Part IV, No. 81, South Sea Islands, by Dr. H. HAACK; No. 93, The West Indies, scale 1:750,000, by H. HABENICHT.

The principal article in "Petermann's Mitteilungen," No. 3, is a review by Prof. W. SIEVERS of the published documents relating to the Franco-Brazilian boundary question. These are contained in 14 volumes, of which 10 are contributed by Brazil and 3 by France, and in 5 atlases of 250 maps, besides those in the text. He regards the Brazilian presentment as far superior to that of France, which has "little substance, consists largely of hypothesis, is not convincing, and is often very superficial." The volume containing the arbitrators' summing up of the evidence, the work mainly of an unnamed Swiss engineer, he characterizes as "a scientific work of the first order," which has enriched our general cartographical knowledge.

"Histoire du Pérou," a French translation by M. H. TERNAUX COMPANS of the work of EL PADRE ANELLO OLIVA, is an accession to the Library of the International Bureau of the American Republics. It was published in Paris in 1857. This little volume gives only the introduction to the voluminous work of OLIVA, who was a member of the famous "Company of Jesus." The date of the original work was 1631. The translation touches briefly on the records of the Incas and their wonderful civilization, and gives an account of the various Spanish conquests, with their results, in Peru.

The "Manufacturers' Record" for April 24, 1902, contains an interesting résumé of industrial, commercial, and financial conditions in Mexico, under the title "A Few Facts About Mexico." The development of business interests and the opportunities for investment of capital are specially treated.

ADDITIONS TO THE LIBRARY DURING APRIL, 1901.

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- Meyer's historisch-geographischer kalender. Leipzig and Wien, Bibliographisches Institut, 1902. 364 pp. 8°.
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- Salvá, D. Vicente: Diccionario Francés-Español y Español-Francés. Paris, Garnier, 1899. 411 pp. 16°.

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- Phillips, P. Lee: Virginia cartography: a bibliographical description. Washington, Published by the Smithsonian Institution, 1896. 85 pp. 8°.
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- Walsh, Rev. R.: Notices of Brazil in 1828 and 1829. In 2 vols. 8°. Ills., maps. London, Fred Westley & A. H. Davis, 1830.

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- Delaclaux, Enrique A. S.: Atlas meteorológico de la República Argentina. Primera parte. Provincia de Buenos Aires. Buenos Aires, Comp. Sud-Americana de Billetes de Banco, 1901. 23 (1) pp. 24 maps. 4°.
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- Prendez, P. Nolaseo: Una escursión de verano de Angola Villarica y Valdivia. Los primeros meses de 1883. Valparaiso, 1884.
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- Estadística de los ferrocarriles en explotación. Tomo IX. 1900, Buenos Aires, Taller Tipográfico de la Penitenciaría Nacional, 1901. Maps. 537 pp. 8°.
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Persons interested in the commercial and general news of foreign countries will find the following among the official and periodical publications on the permanent files in the Library of the International Bureau of the American Republics:

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- Boletín de la Unión Industrial Argentina. Buenos Ayres. Monthly.
- Boletín del Instituto Geográfico Argentino. Buenos Ayres.
- Boletín Demográfico Argentino. Buenos Ayres. Monthly.
- Boletín Oficial de la República Argentina. Buenos Ayres. Daily.
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BRAZIL.

- Boletim do Serviço da Estatística Commercial da Republica dos Estados Unidos do Brazil. Rio de Janeiro. (Irregular.)
 Brazilian Review. Rio de Janeiro. Weekly.
 Diario da Bahia. Bahia. Daily.
 Gazeta Commercial e Financeira. Rio de Janeiro. Weekly.
 Jornal do Commercio. Rio de Janeiro. Daily.
 Jornal do Recife. Pernambuco. Daily.
 Lavoura (A). Rio de Janeiro. Monthly.
 Propaganda (A). Pernambuco. Weekly.
 Provincia (A) do Pará. Belém. Daily.
 Revista Agricola. São Paulo. Monthly.
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 Revista Industrial e Mercantil. Pernambuco. Monthly.
 Revista Maritima Brasileira. Rio de Janeiro. Monthly.
 Rio News. Rio de Janeiro. Weekly.

CANADA.

- Canadian Manufacturer and Industrial World. Toronto. Semimonthly.

CHILE.

- Boletín de la Sociedad Nacional de Agricultura. Santiago. Weekly.
 Boletín de la Sociedad Nacional de Minería. Santiago. Monthly.
 Chilean Times. Valparaiso. Semiweekly.
 Diario Oficial de la República de Chile. Santiago. Daily.
 El Mercurio. Valparaiso. Daily.
 Revista Comercial é Industrial de Minas. Santiago. Monthly.
 Verhandlungen des Deutschen Wissenschaftlichen Vereins. Santiago.

COLOMBIA.

- Diario Oficial. Bogotá. Daily.
 La Estrella de Panamá. Panamá. Weekly.
 Revista de la Instrucción Pública de Colombia. Bogotá. Monthly.
 Star and Herald. Panamá. Weekly.

COSTA RICA.

Boletín Judicial. San José. Daily.
 Boletín de la Biblioteca Nacional. San José.
 La Gaceta. (Oficial.) San José. Daily.

CUBA.

La Gaceta Económica. Havam. (Issued three times a month.)
 Grito de Baire. Havana. Monthly.
 La Escuela Cubana. Havana. Weekly.
 Revista del Foro. Havana. Quarterly.

DOMINICAN REPUBLIC.

El Mensajero. Santo Domingo. Three times a month.
 Gaceta Oficial. Santo Domingo. Weekly.

ECUADOR.

Anales de la Universidad Central del Ecuador. Quito. Monthly.
 Gaceta Municipal. Guayaquil. Weekly.
 Registro Oficial de la República del Ecuador. Quito. Daily.
 Revista Comercial. Guayaquil. Monthly.

ENGLAND.

Accounts relating to trade and navigation of the United Kingdom. London. Monthly.
 Accounts relating to trade and commerce of certain foreign countries and British possessions. London. Monthly.
 Board of Trade Journal. London. Weekly.
 British Trade Journal. London. Monthly.
 Commercial Intelligence. London. Weekly.
 Diplomatic and Consular Reports. London.
 Feilden's Magazine. London. Monthly.
 Freir's Colonial and Foreign Register. London. Monthly.
 Geographical Journal. London. Monthly.
 Journal of the Board of Agriculture. London. Quarterly.
 Man: A monthly record of anthropological science. London. Monthly.
 Mining (The) Journal, Railway and Commercial Gazette. London. Weekly.
 The Statist. London. Weekly.
 South American Journal. London. Weekly.
 Times (The). London. Daily

FRANCE.

Bulletin de la Chambre de Commerce de Paris. Paris. Weekly.
 Courrier des Bibliothèques. Paris. Monthly.
 Le Nouveau Monde. Paris. Weekly.
 Moniteur Officiel du Commerce. Paris. Weekly.
 Revue du Commerce Extérieur. Paris. Semimonthly.

GERMANY.

Der Tropenpflanzer. Berlin. Monthly.
 Deutsche Kolonialzeitung. Berlin. Weekly.

Handels-Kammer zu Hannover. Hannover.
 Petermann's Mitteilungen. Gotha. Monthly.
 Südamerikanische Rundschau. Berlin. Monthly.

GUATEMALA.

Diario de Centro-América. Guatemala. Daily
 El Guatemalteco. Guatemala. Daily.
 La República. Guatemala. Daily.

HAITI.

Bulletin Officiel de l'Agriculture et de l'Industrie. Port au Prince. Monthly.

HONDURAS.

Boletín Legislativo. Tegucigalpa. Daily.
 El Pabellón de Honduras. Tegucigalpa. Weekly.
 Gaceta Judicial. Tegucigalpa. Semiweekly.
 La Gaceta. Tegucigalpa. Daily.

ITALY.

Bollettino del Ministro degli Affari Esteri. Roma. (Irregular.)

MARTINIQUE.

Les Colonies. St. Pierre. Daily.

MEXICO.

Boletín de Agricultura, Minería é Industrias. México. Monthly.
 Boletín de Estadística. Mérida. Semimonthly.
 Boletín del Instituto Científico y Literario. Toluca. Monthly.
 Boletín Postal de la Administración General de Correos de los Estados Unidos Mexicanos. México. Monthly.
 Boletín Telegráfico. México. Daily.
 Diario Oficial. México. Daily.
 El Agricultor Mexicano. Ciudad Juárez. Monthly.
 El Economista Mexicano. México. Weekly.
 El Estado de Colima. Colima. Weekly.
 El Hacendado Mexicano. México. Monthly.
 Mexican Herald. Mexico, Mexico. Daily.
 El Progreso de México. México. Weekly.
 El Republicano. Aguascalientes. Weekly.
 La Gaceta Comercial. México. Daily.
 Resumen de la Importación y de la Exportación. México. Monthly.
 Revista Científica y Boletín Meteorológico del Estado de México. Toluca. Monthly.
 Semana Mercantil. México. Weekly.

NICARAGUA.

Diario Oficial. Managua. Daily. (Not received regularly.)
 El Comercio. Managua. Daily.

PARAGUAY.

Diario Oficial. Asunción. Daily.
 Paraguay Monthly Review. Asunción.

Revista del Instituto Paraguayo. Asunción. Monthly.
 Revista Mensual. Asunción. Monthly.

PERU.

Auxiliar del Comercio. Callao. Biweekly.
 Boletín de la Sociedad Geográfica de Lima. Lima. Monthly.
 Boletín de Minas. Lima. Monthly.
 El Comercio. Cuzco. Biweekly.
 El Comercio. Lima. Daily.
 El Economista. Lima. Weekly.
 El Peruano. Lima. Daily.
 Padrón General de Minas. Lima.
 Revista de Ciencias. Lima. Monthly.

PORTO RICO.

Boletín Mercantil de Puerto Rico. San Juan. Daily.
 La Correspondencia. San Juan. Daily.

SALVADOR.

Boletín de Agricultura. San Salvador. Semimonthly.
 Diario del Salvador. San Salvador. Daily.
 Diario Oficial. San Salvador. Daily.
 Revista de Derecho y Jurisprudencia. San Salvador. Monthly.

UNITED STATES.

American Fertilizer. Philadelphia. Monthly.
 American Historical Review. New York, N. Y. Quarterly.
 American Review of Reviews. New York. Monthly.
 Anglo-American Magazine. New York. Monthly.
 Board of Trade Journal. Providence, R. I. Monthly.
 Board of Trade Journal, Wilmington, Del. Monthly.
 Boletín Comercial. St. Louis. Semimonthly.
 Bulletin of Books added to the Public Library of the City of Boston. Boston. Monthly.
 Bulletin of the American Geographical Society. New York.
 Bulletin of the Geographical Society of Philadelphia. Philadelphia. Monthly.
 Bulletin of the New York Public Library. Monthly.
 Century Magazine. New York. Monthly.
 Country Life in America. New York. Monthly.
 Current Encyclopedia. Chicago. Monthly.
 Current History. Boston. Monthly.
 Economista Internacional. New York. Monthly.
 Engineering and Mining Journal. New York. Weekly.
 Engineering News and American Railroad Journal. New York. Weekly.
 Expansionist (The). New York. Monthly.
 Export Implement Age. Philadelphia. Monthly.
 Field Columbian Museum Publications. Chicago.
 Foreign Buyer. New York. Monthly.
 Forum (The). New York. Monthly.
 India Rubber World. New York. Monthly.
 Journal of Geography. Lancaster, Pa. Monthly.
 Library Journal. New York. Monthly.

- Literary Digest. New York. Weekly.
 Merchants' Journal. Topeka, Kans. Weekly.
 Miner and Manufacturer. El Paso, Tex. Monthly.
 Modern Machinery. Chicago. Monthly.
 Modern Mexico. St. Louis. Monthly.
 Nation (The). New York. Weekly.
 National Geographic Magazine. New York. Monthly.
 New-Yorker Handels-Zeitung. New York. Weekly.
 Novedades (Las). New York. Weekly.
 Publications of the American Academy of Political and Social Science. Philadelphia.
 Publications of the New England Free Trade League. Boston.
 Scientific American. New York. Weekly.
 Scientific American. Export Edition. New York. Monthly.
 Sister Republics. Denver, Colo. Monthly.
 United States Consular Reports. Washington. Daily and monthly.
 World's Work. New York. Monthly.

URUGUAY.

- Anales del Departamento de Ganadería y Agricultura. Montevideo. Monthly.
 El Siglo. Montevideo. Daily.
 La Nación. Montevideo. Daily.
 Revista de la Unión Industrial Uruguaya. Montevideo. Semimonthly.

VENEZUELA.

- El Tiempo. Caracas. Daily.
 Gaceta Oficial. Caracas. Daily.
 Venezuelan Herald. Caracas. (Not received regularly.)

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FERROCARRIL INTERCONTINENTAL.

SEGUNDA CONFERENCIA PAN-AMERICANA—DICTAMEN DE LA COMISIÓN DE FERROCARRIL PAN-AMERICANO.

La Comisión de Ferrocarril Pan-Americano, de la Segunda Conferencia Internacional de los Estados Americanos, se permite formular el siguiente informe:

En la Primera Conferencia celebrada en Wáshington durante el invierno de 1889-90, la Comisión de Comunicaciones por ferrocarril, en la que figuraban Delegados que representaban á diez y ocho Gobiernos de América, al presentar su informe, que fué unánimemente aprobado y adoptado por la Conferencia, manifestó las siguientes opiniones:

“Primero. Que un ferrocarril que ligue á todas las naciones representadas en esta Conferencia, ó á la mayoría de ellas, contribuirá grandemente al desarrollo de relaciones cordiales entre dichas naciones y al incremento de sus intereses materiales.

“Segundo. Que el mejor método para facilitar su ejecución es el nombramiento de una Comisión Internacional de Ingenieros, la cual se encargará de establecer los trazos posibles, de determinar su verdadera longitud, de calcular el costo de cada uno de ellos, y de comparar sus ventajas respectivas.

“Tercero. Que dicha Comisión deberá estar constituida por un cuerpo de ingenieros de los que cada nación nombrará tres, y que estarán facultados para distribuirse en subcomisiones y para nombrar todos los demás ingenieros y empleados que se consideren necesarios para ejecutar con mayor rapidez el trabajo.

“Cuarto. Que cada uno de los Gobiernos que acepten podrá nombrar á sus propias expensas, comisionados ó ingenieros que sirvan como auxiliares de las subcomisiones que tengan á su cargo los trabajos topográficos de cada una de las secciones de la línea.

“Quinto. Que el ferrocarril, en cuanto lo permitan los intereses comunes, deberá ligar á las principales ciudades situadas en las cercanías de su trayecto.

“Sexto. Qui si no puede alterarse sin grandes inconvenientes la dirección general de la línea, con los fines mencionados en el artículo anterior, deberán trazarse ramales que tengan por objeto ligar á dichas ciudades con la línea troncal.

“Séptimo. Que con el fin de reducir el costo de la empresa, podrían utilizarse los ferrocarriles existentes en cuanto esto sea practicable y compatible con el trayecto y demás condiciones del ferrocarril continental.

“Octavo. Que en caso de que los resultados de los trabajos topográficos demuestren la practicabilidad y conveniencia del ferrocarril, se soliciten proposiciones para la construcción, ya sea de toda la línea ó ya de sus secciones.

“Noveno. Que la construcción, administración y trabajos de la línea deberán hacerse á expensas de los concesionarios, ó de las personas con quienes éstos á su vez, contraten las obras, ó á quienes transfieran sus derechos con todas las formalidades debidas y previo consentimiento de los gobiernos respectivos.

“Décimo. Que todos los materiales necesarios para la construcción y los trabajos del ferrocarril deberán quedar exentos de derechos de importación, con sujeción á los reglamentos que se juzguen necesarios para evitar el abuso de este privilegio.

“Undécimo. Que todas las propiedades muebles y raíces del ferrocarril, empleadas en su construcción y en sus trabajos, deberán quedar exentas de todo impuesto, ya sea nacional, provincial, de Estado ó municipal.

“Duodécimo. Que la ejecución de una obra de tal magnitud merece ser alentada por medio de subsidios, concesiones de terrenos, ó garantías de un determinado minimum de interés.

“Décimotercero. Que los sueldos de la Comisión, así como los gastos que se eroguen en los trabajos topográficos preliminares y definitivos, deberán sufragarse por todas las naciones que acepten, proporcionalmente á su población, conforme al último censo oficial, ó, á falta de censo, según convenio celebrado entre sus respectivos Gobiernos.

“Décimocuarto. Que el ferrocarril deberá declararse perpetuamente neutral, á fin de asegurar la libertad del tráfico.

“Décimoquinto. Que la aprobación de los trazos, los términos en que deban hacerse las propuestas, la protección á los concesionarios, la inspección de los trabajos y las leyes que los afecten, la neutralidad de

la vía y el libre paso de las mercancías de tránsito (en el caso previsto por el artículo 8º) deberá ser objeto de convenios especiales, entre todas las naciones interesadas.

“Décimosexto. Que tan pronto como el Gobierno de los Estados Unidos reciba la noticia de que estas recomendaciones han sido aceptadas por los demás Gobiernos, los invite para que nombren la Comisión de ingenieros, á que se refiere el artículo 2º, á fin de que dicha Comisión pueda reunirse en la ciudad de Washington, á la mayor brevedad posible.”

Mr. BLAINE, que entonces era Secretario de Estado de los Estados Unidos, al presentar el anterior Informe de la Comisión de ferrocarril al Presidente HARRISON, dijo lo siguiente:

“Ninguna de las recomendaciones formuladas por la Conferencia Internacional Americana es tan importante como ésta, y la recomiendo encarecidamente á la atención de usted, con absoluta confianza en que el Congreso dará muy pronto los pasos necesarios á fin de poner á este Gobierno en aptitud de participar debidamente en la promoción de la empresa. Por ningún otro camino pueden el Gobierno y el pueblo de los Estados Unidos contribuir en tan alto grado al desarrollo y á la prosperidad de las Repúblicas hermanas y al mismo tiempo á la expansión de nuestro comercio.”

El Presidente de los Estados Unidos, al transmitir el Informe al Congreso, expresó así su opinión sobre la importancia del proyecto:

“Al Senado y á la Cámara de Representantes:

“Acompaño un Informe de la Conferencia Internacional Americana que hace poco celebró sus sesiones en esta Capital, en el cual se recomienda el trazo de una línea de ferrocarril intercontinental, que ligue los sistemas de la América del Norte con los del Continente meridional, y que ese trazo se haga bajo la dirección de una Junta de Comisionados que representen á las diferentes Repúblicas americanas.

“La atención pública se ha fijado de preferencia en lo relativo al mejoramiento de las comunicaciones por mar entre los Estados Unidos y Centro y Sud-América. La creación de nuevas y mejores líneas de vapores, indudablemente proporciona el medio más fácil para desarrollar un creciente comercio con las naciones latino-americanas. Pero es preciso no olvidar la posibilidad de viajar por tierra desde Washington hasta la capital más meridional de Sud-América, y que el establecimiento de comunicaciones por ferrocarril con aquellos Estados amigos, suministrará, tanto á ellos como á nosotros, gran número de facilidades de valor especial, para el comercio y cambios mercantiles. La obra que se proyecta es vasta pero perfectamente practicable. Será de interés para todos y acaso sorprendente para muchos de nosotros saber cuánto se ha hecho ya en México y en Sud-América, en lo relativo á la construcción de ferrocarriles que pueden utilizarse como parte de una

línea intercontinental. No vacilo en recomendar la conveniencia de que el Congreso autorice el gasto de las pequeñas sumas necesarias para los trabajos topográficos aconsejados por la Conferencia, y al mismo tiempo el nombramiento de los Comisionados y auxiliares que han de dirigir y efectuar los trabajos topográficos preliminares que se necesiten.

“BENJAMÍN HARRISON.

MANSIÓN EJECUTIVA, 19 de mayo de 1890.”

Fué concedida la autorización para el pago de la cuota correspondiente á los Estados Unidos en los trabajos topográficos preliminares, y se recibieron también las de algunos otros de los países interesados. Poco después comenzó sus labores la Comisión del Ferrocarril Intercontinental, con la representación de once de los Gobiernos de América.

Mr. A. J. CASSATT, actual Presidente del Ferrocarril de Pennsylvania, que es uno de los sistemas ferroviarios más grandes y que más éxito han alcanzado en el mundo, fué elegido por unanimidad para que desempeñase el cargo de Presidente de la Comisión, y Mr. H. G. DAVIS, fué á su vez designado para el puesto de Presidente de la Comisión de Hacienda. La Comisión gastó cerca de \$360,000 en trabajos topográficos sobre el terreno, en mapas, impresiones, etc. Se pusieron en movimiento tres cuerpos de ingenieros, y los resultados de sus trabajos, correspondientes á un período de varios años, y que fueron terminados en 1895, demostraron que la distancia aproximada entre Nueva York y Buenos Aires, de acuerdo con sus investigaciones topográficas, y haciendo uso de los caminos existentes, sería de 10,471 millas, de las cuales cerca de la mitad estaban ya terminadas y en explotación. La siguiente carta oficial, escrita en 1896 por el Capitán E. Z. STEEVER, Secretario de la Comisión del Ferrocarril Intercontinental, proporciona los informes más auténticos que pueden obtenerse acerca de los ferrocarriles que podrían usarse como parte de una línea continental y de lo que quedaría aún por construir.

“COMISIÓN DEL FERROCARRIL INTERNACIONAL,

“Washington, D. C., 16 de enero de 1896.

“Al Honorable HENRY G. DAVIS,

“Washington, D. C.

“ESTIMADO SEÑOR: En obsequio de la orden verbal de Ud., que se recibió en esta Oficina el 14 del actual, acompaño un cálculo aproximado de la longitud de la vía que se necesita para un ferrocarril desde Nueva York hasta Buenos Aires, República Argentina, según los diferentes países.

“Actualmente existen comunicaciones por ferrocarril hasta Oaxaca, República Mexicana, y se han hecho trazos y, según los informes de la prensa, se han otorgado concesiones, para ligar á Oaxaca con algún punto de la línea divisoria entre México y Guatemala. Puebla se

halla á 129 millas al sudeste de la ciudad de México por la vía del Ferrocarril Interoceánico, y á 115.6 por la del Ferrocarril Mexicano, siendo el primero de vía angosta y el último de vía ancha. Oaxaca se encuentra á 227.6 millas al sudeste de Puebla, por el Ferrocarril Mexicano del Sur y, por consiguiente, á 356.6 millas de la ciudad de México por una línea y á 343.3 por la otra. Oaxaca es actualmente la ciudad más meridional que está ligada por ferrocarril con la ciudad de México, y se halla separada de la frontera de Guatemala por una distancia que requeriría un ferrocarril de 400 millas de longitud, poco más ó menos.

Los trabajos topográficos y las exploraciones de la Comisión del Ferrocarril Intercontinental comenzaron en el Noroeste de la frontera de Guatemala, y se extendieron hasta la región occidental de la frontera de Bolivia. La longitud aproximada del ferrocarril que deberá ligar la frontera Sud-oriental de México con la capital de la República Argentina, es la que á continuación se expresa:

	Millas.
Guatemala	230
El Salvador	220
Honduras	70
Nicaragua	224
Costa Rica	365
Colombia	1,372
El Ecuador	635
El Perú	1,671
Bolivia	774
La Argentina	1,143
Total	6,702

La distancia de Nueva York á Laredo es de 2,187 millas; la de este último punto á la ciudad de México, de 839 millas; de allí á Oaxaca, 343 millas; hasta la frontera de Guatemala, 400 millas; 3,769 millas como suma total, ascendiendo la distancia completa desde Nueva York hasta Buenos Aires á 10,471 millas.

De las 6,702 millas anteriores se encuentran en explotación los siguientes trozos:

	Millas.
Guatemala, desde Escuintla hasta Patulul	30
El Salvador, desde Sonsonate hasta Atos	20
Nicaragua, desde Chinandega hasta La Paz	31
Total en Centro América	81
El Perú, desde Sicuani hasta Puno	151
Bolivia, desde Oruro hasta Huanchaco	192
La Argentina, desde Jujuy hasta Buenos Aires	993
Total en Sud América	1,336

Un considerable total, para Centro y Sud América, de 1,453 millas, ya construidas y en explotación.

Deduciendo esas 1,453 millas de las 6,702, resulta que quedan por construirse 5,249 millas de ferrocarril, á fin de que quede terminada una

línea completa desde la frontera meridional de México hasta la Capital de la Argentina. En otros términos, la mitad de la distancia entre la ciudad de Nueva York y Buenos Aires está ya cubierta por ferrocarriles en explotación activa.

Es de creerse que por medio de trabajos topográficos posteriores, especialmente en el Perú, se acorte la longitud de las líneas que se necesitan, pero hasta la fecha, los datos anteriores son los mejores que se han podido obtener.

Esperando que estos informes respondan satisfactoriamente á lo que Ud. solicita, quedo de Ud. muy respetuosamente.

“E. Z. STEEVER, *Secretario.*”

El cuadro que á continuación se inserta, muestra un resumen del Informe presentado por los ingenieros de la Comisión del Ferrocarril Intercontinental, acerca del número de millas ya construidas de la línea continental propuesta, entre Nueva York y Buenos Aires, de la situación de las secciones que serán necesarias para formar una línea completa, y del costo que se calcula para cada una de ellas.

Regiones.	Construido y proyectado.		Construido.		Tendrán que construirse.		Costo de los terraplenes, de las obras de albañilería y de los puentes.
	Millas.	Kilómetros.	Millas.	Kilómetros.	Millas.	Kilómetros.	
América Central.....	1,043.00	1,678.53	211.30	340.05	831.70	1,338.48	\$17,154,517.00
Colombia.....	1,354.04	2,179.10	.....	.....	1,354.04	2,179.10	33,738,424.84
Ecuador.....	2,397.04 638.00	3,857.63 1,058.94	211.30	340.05	2,185.74 638.00	3,517.58 1,058.94	50,892,941.84 26,863,855.00
Perú.....	3,055.04 1,785.51	4,916.57 2,873.48	211.30 151.61	340.05 544.00	2,843.74 1,633.90	4,576.52 2,629.48	77,756,796.84 65,758,146.00
Bolivia.....	4,810.55 587.55	7,790.05 945.56	362.91 195.06	584.05 314.91	4,477.64 392.49	7,206.00 631.65	143,514,942.84 12,023,329.00
Argentina.....	5,428.10 1,061.66	8,735.61 1,708.56	557.97 936.66	897.96 1,507.40	4,870.13 125.00	7,837.65 201.16	155,538,271.84 4,000,000.00
Estados Unidos.....	6,489.76 2,094.00	10,444.17 3,369.93	1,494.63 2,094.00	2,405.36 3,369.93	4,995.13	8,038.81	159,538,271.84
México.....	8,583.76 1,644.30	13,814.10 2,646.22	3,588.63 1,183.30	5,775.29 1,904.32	..... 461.00	..... 741.90	..... 14,752,000.00
Total.....	10,228.06	16,460.32	4,771.92	7,679.61	5,456.13	8,780.71	174,290,371.84

Por lo anterior se verá que los ingenieros de la Comisión, en la época en que formularon su Informe, en 1895, pensaban que con \$175,000,000 se construirían los ferrocarriles necesarios para unir las líneas existentes y conseguir de este modo una comunicación completa. Con posterioridad se han construido algunos otros ferrocarriles que podrían utilizarse como parte de un sistema continental, y la Comisión es de parecer que actualmente no tendrían que construirse sino 5,000 millas para establecer comunicación completa entre los sistemas de Norte y Sud América. Calculando el costo á razón de \$40,000 la milla, cálculo que nos parece amplio, se necesitarían \$200,000,000 para esa gran obra.

Los trabajos topográficos efectuados por los ingenieros de la Comisión, demuestran que la construcción de las líneas que hacen falta es practicable y que no habría gran dificultad para realizar tal proyecto, desde el punto de vista económico, si se consideran los resultados que se obtendrían con él.

Los sistemas de ferrocarriles de los Estados Unidos, tales como los de Pennsylvania, New York Central, Atchison, Northern Pacific, Union Pacific, Southern Pacific, Southern y otros, explotan líneas de un número mayor de millas que el que se necesita para realizar el Ferrocarril Intercontinental, y cada uno de esos sistemas tiene bonos y acciones por un valor que excede al calculado para esta empresa. El Gobierno ruso acaba de terminar un extenso ferrocarril que tiende al desarrollo de Siberia, con un costo que supera considerablemente al calculado para el Ferrocarril Intercontinental y con mayores dificultades de construcción.

La República Mexicana suministra un ejemplo reciente de lo que se ha conseguido gracias al incremento de las ventajas que prestan los ferrocarriles.

En el dictamen de la Delegación Mexicana á esta Conferencia, tratando del Ferrocarril Intercontinental, se dice:

“Por lo que toca á México, no ha cesado de hacer esfuerzos y aun sacrificios para construir este sistema ferrocarrilero, extendiéndolo hacia el Sur de manera que pueda entroncar con las líneas que construyan las Repúblicas Centro-Americanas, como entronca ya en varios puntos de su frontera Septentrional con importantes líneas de los Estados Unidos de América. En estos momentos se halla en estudio una línea que deberá entroncar con el Ferrocarril Interoceánico ya construido y en explotación en el Istmo de Tehuantepec, y últimamente se ha otorgado una concesión subvencionada liberalmente para la construcción de un ferrocarril que partiendo del de Tehuantepec, se extenderá hacia la frontera de Guatemala.”

También se dice: “El constante deseo del Gobierno y del pueblo de México ha sido proporcionar todos los medios conducentes al mejoramiento de las comunicaciones interiores, aumentando de esa manera la explotación de sus recursos naturales y el tráfico mercantil con otras naciones.”

Aunque la construcción de la línea continental es sin duda una empresa de gran magnitud, los beneficios que se obtendrán de ella no son tan problemáticos, ni los obstáculos que se tendrán que vencer tan grandes como los que esperaban, ó tenían que combatir los constructores de los ferrocarriles que cruzan los Alleghanies y las Montañas Rocallosas cuando se construyeron estas líneas.

La experiencia ha probado en todas partes del mundo que al establecimiento de comunicaciones ferrocarrileras, ha seguido el desarrollo de las riquezas naturales del país y un sistema que ponga en contacto

á todas las Repúblicas de este hemisferio, contribuirá más que todo otro medio al desarrollo de las Repúblicas del Sud, especialmente en su interior. Ahora sólo es posible poner en los mercados aquellos productos de los puntos que no tocan las líneas férreas, que pueden ser conducidos á lomo de mula á los puertos de mar para su exportación, y los puntos en que tocan los buques se encuentran muy á menudo á centenares de millas de distancia. En lugares situados sobre una línea férrea se pueden hacer embarques de un punto á otro que no disten entre sí sino unas cuantas millas. Grandes áreas de depósitos minerales y ricas tierras pobladas de bosques de madera de construcción ó á propósito para la agricultura, permanecen vírgenes á causa de la falta de medios de transporte. La estadística de la mayor parte de estos países demuestra que hasta ahora solamente se han explotado los territorios próximos al mar. No solamente contribuiría esa línea de ferrocarril al desarrollo de un territorio que ahora es prácticamente inaccesible, aumentando de esa manera la riqueza general de los países que recorra, sino que las mayores ventajas que se obtuvieran, darían por resultado la competencia entre el transporte por ferrocarril y el marítimo en las regiones que ahora dependen enteramente del último. La competencia es la vida del comercio, y aunque se necesitan medios de transporte marítimo más fáciles entre las Repúblicas Americanas, y deberían fomentarse; para su completo desarrollo y progreso son necesarias las comunicaciones, tanto por agua como por ferrocarril.

En caso de guerra entre algunas de las Potencias europeas, el comercio se perjudicaría seriamente por la interrupción de las comunicaciones marítimas; pero el peligro por esta causa sería menor si las Repúblicas Americanas se comunicaran entre sí, por medio de vías férreas.

Un país ó una parte de él en que no haya ferrocarriles, se encuentra atrasado y no puede competir con buen éxito con las regiones que poseen estas ventajas. Cuando se construyó el primer ferrocarril del Río Mississippi al Pacífico, muchos temieron que no fuera remunerativo, porque el territorio por donde debía atravesar, estaba en su mayor parte despoblado. Ahora existen varias líneas, todas ellas remunerativas. Y el rápido progreso de la gran región occidental de la República del Norte, que en gran parte se debe á las ventajas obtenidas con los ferrocarriles, ha sido la maravilla del siglo. El interior de los Estados Unidos, especialmente las regiones del Oeste y del Sudoeste, así como los lugares interiores de las Repúblicas del Sud, serían los que más beneficios recibirán del establecimiento de un Ferrocarril Intercontinental, porque estos territorios tendrán comunicaciones más fáciles y directas entre sí. Apenas podrá estimarse el incremento del comercio, cuando las 195,000 millas de vía férrea de los Estados Unidos y las 10,000 de México queden ligadas con las 10,600 de la Argentina y con las de las demás Repúblicas Americanas.

Desde que se estableció la comunicación por medio de vías férreas entre México y los Estados Unidos el comercio entre los dos países ha aumentado grandemente, al grado de que ahora envía México el 70 por ciento del total de sus exportaciones á los Estados Unidos y este país exporta para México por el mismo valor aproximadamente. En el año fiscal que terminó el 30 de junio de 1901 los Estados Unidos compraron mercancías en los países de la América Central y del Sur por valor de \$121,000,000, que equivalen al 14 por ciento del total de sus importaciones, y durante el mismo período, los Estados Unidos vendieron mercancías á dichos países por valor de \$52,000,000, ó sea solamente el 10 por ciento del total de las importaciones de la América Central y del Sur.

Como demostración de la actual falta de medios fáciles de transporte entre las Repúblicas Americanas, debe bastar el hecho de que algunos de los Delegados á esta Conferencia, para llegar á la ciudad de México, han tenido que hacerlo por la vía de Europa y Nueva York, y otros por la vía de San Francisco. Una carta, ó un bulto confiado al Expreso, que se envíe de México ó de los Estados Unidos á alguna de las Repúblicas Americanas, primero tendría que ir á Europa y de allí á su destino.

Esta Comisión posee informes de algunos de los Delegados de la América Central y del Sur, acerca de los ferrocarriles de sus respectivos países, y cuando se reciban otros, suplica que se impriman como apéndice al presente.

Resumen.—Considerando: que los tres cuerpos de ingenieros empleados por la Comisión del Ferrocarril Intercontinental hicieron exploraciones experimentales, en 1892, 1893, y 1894, de que acompañaron mapas, comprendiendo desde el límite norte de Guatemala hasta el límite norte de la República Argentina, é informaron que sería practicable completar un Ferrocarril Continental de "vía ancha" que atravesase las Repúblicas del Norte, del Centro y de Sud América, y que aprovechando los ferrocarriles actualmente en explotación, la distancia que había que construir sería de 5,456 millas, siendo el presupuesto de su costo de \$174,290,271, ó sean como \$32,000 por milla, y

Considerando: que es un hecho de todos conocido que los ferrocarriles desarrollan los recursos naturales de un país, aumentan el comercio y la riqueza, y contribuyen á la prosperidad general de los países por donde atraviesan;

En consecuencia, calculando que la distancia que tendrá que construirse será de 5,000 millas y que el costo no excederá de \$200,000,000 (ó sea á razón de \$40,000 por milla), la Comisión por unanimidad, recomienda desde luego la construcción de una línea intercontinental con ramales donde fueren necesarios, para unirse con las ciudades principales, la cual pase por las diferentes Repúblicas, uniendo los sistemas de los Estados Unidos y México con los de la Argentina;

Habiéndose cumplido las recomendaciones que hizo la última Conferencia, celebrada en Wáshington, con respecto á las exploraciones preliminares, apoyamos por unanimidad las que aparecen de las actas de la Comisión del Ferrocarril Pan-Americano y de la dicha Conferencia de Wáshington, y son como sigue:

Primero. Que un ferrocarril que ponga en comunicaci6n á todas 6 á la mayor parte de las naciones representadas en esta Conferencia, contribuirá poderosamente al desarrollo de las relaciones cordiales entre dichas naciones y al aumento de sus intereses materiales.

Segundo. Que el ferrocarril, hasta donde lo permitan los intereses comunes, deberá ligar á las principales ciudades situadas en las cercanías de su trayecto.

Tercero. En caso de que no pueda alterarse sin grandes inconvenientes la direcci6n de la línea, con el objeto expresado en el artículo anterior, se trazarán ramales que unan á esas ciudades con la línea troncal.

Cuarto. Que para reducir el costo de la empresa deberán utilizarse los ferrocarriles en explotaci6n hasta donde sea posible y compatible con el trayecto y condiciones del Ferrocarril Continental.

Quinto. Que todos los materiales necesarios para la construcci6n y trabajos del ferrocarril deben quedar exentos de derechos de importaci6n, con sujeci6n á los reglamentos que se estimen necesarios para evitar los abusos de este privilegio.

Sexto. Que todas las propiedades muebles y raíces del ferrocarril, empleadas en su construcci6n y trabajos, deberán quedar exentas de todo impuesto, ya sea nacional, provincial, de Estado, 6 municipal.

Séptimo. Que la ejecuci6n de una obra de tal magnitud deberá ser ayudada en cuanto sea posible por medio de subsidios, concesiones de terrenos y garantías de un determinado mínimum de interés.

Octavo. Que el ferrocarril debe declararse perpetuamente neutral para que así pueda asegurarse la libertad del tráfico.

Noveno. También recomendamos que los Delegados á esta Conferencia y otras personas que favorezcan el Ferrocarril, insten á sus Gobiernos con toda la urgencia compatible con las circunstancias, para que otorguen á la empresa las concesiones liberales de toda clase que se consideren más convenientes á cada país.

Décimo. Que se invite á los Estados Unidos para que envíen personas de confianza y competentes á todas las Repúblicas de América á fin de avariguar con certeza los recursos de los diferentes países, la situaci6n y condiciones de los ferrocarriles hoy en explotaci6n, el estado actual del comercio y las expectativas de tráfico para una línea intercontinental, en caso de que llegue á terminarse, y qué concesiones haría cada Gobierno á la empresa.

Undécimo. Que esta Comisión continúe en sus labores, que informe á la próxima Conferencia y quede facultada para convocar á sus

miembros, aumentar su número y nombrar subcomisiones, con el objeto de poder proporcionar cualquiera clase de informes, y ayudar y alentar en cuanto sea posible el feliz término de la línea del Ferrocarril Intercontinental.

H. G. DAVIS.
 BALTASAR ESTUPINIÁN.
 J. B. CALVO.
 ALBERTO ELMORE.
 FRANCISCO ORLA.
 JOSÉ LÓPEZ PORTILLO Y ROJAS.
 AUGUSTO MATTE.
 RAFAEL REYES.
 JOSÉ LEONARD.

MÉXICO, 27 de noviembre de 1901.

En virtud de este Informe se acordó lo siguiente:

RESOLUCIÓN.

Los que subscriben, Delegados de las Repúblicas representadas en la Segunda Conferencia Internacional Americana, debidamente autorizados por sus Gobiernos, han aprobado la siguiente resolución:

La Segunda Conferencia Internacional Americana.

Considerando: Que los tres cuerpos de ingenieros empleados por la anterior Comisión del Ferrocarril Intercontinental hicieron exploraciones, desde el límite norte de Guatemala hasta el límite norte de la República Argentina, durante los años de 1893 y 1894, y presentaron su informe sobre la obra con los mapas respectivos;

Que este informe demuestra que es practicable completar la vía férrea que atravesase las Repúblicas del Continente de Norte á Sur; y que, en caso de aprovecharse los ferrocarriles en actual explotación, la longitud de las líneas por construirse sería de 5,456 millas, y el presupuesto de la obra total de \$174,290,271 oro, ó sean 32,000 pesos oro por milla;

Que los ferrocarriles desarrollan los recursos naturales de los países que atraviesan, aumentan su comercio y riqueza y contribuyen eficazmente á la prosperidad general;

Que las vías férreas internacionales consolidan las relaciones de amistad entre los Estados, los ligan con intereses comunes y aseguran la paz entre ellos;

Acuerda: I. Que se ratifique la resolución de la Conferencia de Washington, que recomendó la construcción de las líneas complementarias del "Ferrocarril Intercontinental," pasando éste por las diferentes Repúblicas, uniendo los sistemas de los Estados Unidos con los de la Argentina y ligando, hasta donde lo permitan los intereses comunes, las principales ciudades situadas en el trayecto del ferrocarril; ó en caso de que este último fuera inconveniente, trazando ramales que

unan esas ciudades con la línea troncal; y en fin, utilizando las líneas en explotación hasta donde sea posible y compatible con el trazo y condiciones del "Ferrocarril Intercontinental."

II. Que se auxilie por las Repúblicas interesadas la ejecución de la obra por todos los medios que estén en su poder; y especialmente, que se exceptúen de los derechos de importación los materiales necesarios para la construcción y explotación del ferrocarril, con sujeción á los reglamentos convenientes para evitar abusos; y que se exonere de todo impuesto nacional, de Estado, provincial ó municipal, las propiedades y derechos reales ó personales de la empresa; eximiéndose de derechos de aduana y de otros impuestos el tráfico en tránsito por las diversas Repúblicas; y coadyuvándose á la obra, en cuanto sea posible, mediante subsidios, concesiones de terrenos ó garantía de un minimum de interés sobre los capitales invertidos en cada país.

Con tal objeto se recomienda que todas las personas que favorezcan la construcción del ferrocarril, gestionen ante los respectivos Gobiernos, con toda eficacia, la concesión á la empresa de esos ú otros subsidios liberales, según lo que se considere más conveniente y factible para cada país.

III. Que se invite al Gobierno de los Estados Unidos de América, para que inicie cerca de los representantes diplomáticos de las demás Repúblicas acreditados en Wáshington, las medidas más apropiadas, que den por resultado el envío, dentro del término de un año, de personas caracterizadas y competentes á los diversos países de América, que fijen con certeza los recursos de cada país, la situación y condiciones de los ferrocarriles hoy en explotación, el estado actual del comercio y las expectativas de tráfico para una línea intercontinental, en caso de que llegue á terminarse; y qué concesiones haría cada uno de los respectivos Gobiernos á la empresa.

IV. Que el Presidente de la Conferencia nombre una Comisión de cinco miembros residentes en los Estados Unidos de América, para que entre en ejercicio, después de clausurada la Conferencia, con la facultad de aumentar el número de sus miembros ó reemplazarlos en caso necesario, nombrar las Subcomisiones que estime convenientes, informar á la próxima Conferencia sobre el resultado de sus labores, proporcionar cualquiera clase de informes sobre la obra del Ferrocarril Intercontinental, y ayudar y alentar, en cuanto sea posible, el feliz término de ella, sin perjuicio de que los demás miembros de la actual Comisión sigan prestando sus servicios con igual propósito; y, finalmente, que la Comisión, de acuerdo con el Secretario de Estado de los Estados Unidos de América, y con los Ministros de los demás países interesados, residentes en Wáshington, procure que se convoque, dentro del término de un año, una reunión de representantes de todas las Repúblicas del Continente, debidamente autorizados, con el objeto de

ajustar una Convención, que provea á la construcción del proyectado Ferrocarril Intercontinental.

Hecho y firmado en la ciudad de México, el veintiuno de enero de mil novecientos dos, en tres ejemplares escritos respectivamente en castellano, inglés y francés, los cuales se depositarán en la Secretaría de Relaciones Exteriores del Gobierno de los Estados Unidos Mexicanos, á fin de que de ellos se saquen copias certificadas para enviarlas por la vía diplomática á cada uno de los Estados signatarios.

Por la República Argentina	(Firmado) ANTONIO BERMEJO. (Firmado) LORENZO ANADÓN.
Por Bolivia	(Firmado) FERNANDO E. GUACHALLA.
Por Colombia	(Firmado) RAFAEL REYES.
Por Costa Rica	(Firmado) J. B. CALVO.
Por Chile	(Firmado) AUGUSTO MATTE. (Firmado) JOAQUÍN WALKER M. (Firmado) EMILIO BELLO C.
Por Ecuador	(Firmado) L. F. CARBO.
Por El Salvador	(Firmado) FRANCISCO A. REYES. (Firmado) BALTASAR ESTUPINIÁN.
Por los Estados Unidos de América. rica.	(Firmado) W. I. BUCHANAN. (Firmado) CHARLES M. PEPPER. (Firmado) VOLNEY W. FOSTER.
Por Guatemala	(Firmado) FRANCISCO ORLA.
Por Honduras	(Firmado) J. LEONARD. (Firmado) F. DÁVILA.
Por México	(Firmado) G. RAIGOSA. (Firmado) JOAQUÍN D. CASASÚS. (Firmado) E. PARDO, jr. (Firmado) JOSÉ LÓPEZ PORTILLO Y ROJAS. (Firmado) PABLO MACEDO. (Firmado) F. L. DE LA BARRA. (Firmado) ALFREDO CHAVERO. (Firmado) M. SÁNCHEZ MÁRMOL. (Firmado) ROSENDO PINEDA.
Por Nicaragua	(Firmado) F. DÁVILA.
Por Paraguay	(Firmado) CECILIO BÁEZ.
Por Perú	(Firmado) MANUEL ÁLVAREZ CALDERÓN. (Firmado) ALBERTO ELMORE.
Por Uruguay	(Firmado) JUAN CUESTAS.

COMISIÓN PERMANENTE.

El Señor Presidente de la Conferencia, llevando á cabo lo dispuesto en el artículo cuarto de la Resolución, nombró á los Señores que siguen para formar la Comisión permanente de que allí se trata, á saber:

El Honorable Señor Don H. G. DAVIS, de West Virginia, en los Estados Unidos de América.

El Honorable Señor Don ANDREW CARNEGIE, de Nueva York, en los Estados Unidos de América.

El Honorable Señor Don MANUEL DE AZPÍROZ, Embajador de México en Wáshington.

El Honorable Señor Don MANUEL ÁLVAREZ CALDERÓN, Ministro del Perú en los Estados Unidos de América.

Y el Honorable Señor Don ANTONIO LAZO ARRIAGA, Ministro de Guatemala en los Estados Unidos de América.

MENSAJE DEL PRESIDENTE.

El 22 de abril de 1902, el Señor Presidente de los Estados Unidos de América transmitió al Congreso, con un corto mensaje, el Informe del Señor Secretario de Estado respecto á lo determinado por la Segunda Conferencia en México sobre el Ferrocarril Intercontinental.

El Mensaje dice así:

“Al Senado y la Cámara de Representantes:

“Transmito con el presente al Congreso un Informe del Secretario de Estado, con los papeles que lo acompañan, relativos á la Resolución adoptada en la Segunda Conferencia Pan-Americana de México, sobre el Ferrocarril Intercontinental.

“Recomiendo que el Congreso conceda un crédito de \$20,000, ó de lo que de esta suma pueda necesitarse, para permitir al Presidente enviar dos Comisionados á la América del Centro y del Sur para llevar á efecto los propósitos de la Resolución citada, é investigar lo que deba hacerse para extender el comercio entre los Estados Unidos y las dos partes del continente americano que antes se ha nombrado, facultándoles para dar el Informe correspondiente.

“THEODORE ROOSEVELT.”

INFORME DEL SECRETARIO DE ESTADO.

“SEÑOR PRESIDENTE: Tengo el honor de someter á la consideración de V. las adjuntas copias, una del Informe presentado en la Segunda Conferencia Pan-Americana de México, en el invierno de 1901 á 1902, por la Comisión de Ferrocarril Pan-Americano, y la otra, de la Resolución adoptada por los Delegados de las Repúblicas representadas en

aquella asamblea, refiriéndose ambas cosas al proyectado Ferrocarril Pan-Americano.

“El artículo III de la Resolución dispone:

“Que se invite al Gobierno de los Estados Unidos de América para que inicie cerca de los Representantes diplomáticos de las demás Repúblicas acreditadas en Washington, las medidas más apropiadas; que den por resultado el envío dentro del término de uno año de personas caracterizadas y competentes á los diversos países de América, que fijen con certeza los recursos de cada país, la situación y condiciones de los ferrocarriles hoy en explotación, el estado actual del comercio y las expectativas de tráfico para una línea intercontinental, en caso de que llegue á terminarse, y qué concesiones haría cada uno de los respectivos Gobiernos á la empresa.”

“El proyecto es de utilidad pública tan grande y el comercio con la América del Centro ó del Sur, en el que los Estados Unidos no tienen toda la participación que debieran, está creciendo tanto en importancia, que no titubeo un momento en recomendar que se solicite del Congreso un crédito de \$20,000, ó de lo que sea necesario de dicha suma, para poner al Presidente en aptitud de nombrar dos Comisionados para llevar á debido efecto los propósitos del acuerdo citado, é investigar al mismo tiempo, é incidentalmente lo que debe hacerse para extender el comercio entre esos países y los Estados Unidos, sometiendo el Informe correspondiente.

“Respetuosamente, etc.,

“JOHN HAY.

“DEPARTAMENTO DE ESTADO,

“Washington, abril 19 de 1902.”

EL FERROCARRIL INTERCONTINENTAL.

Por J. B. CALVO.

Cuando se piensa en la gran influencia que las vías de comunicación tienen, no sólo en el desarrollo de los elementos naturales y otras fuentes de la producción nacional, sino en el adelanto moral é intelectual que el ensanche de la esfera de acción proporciona al hombre, saltan á la vista los grandes beneficios que la construcción de un ferrocarril continental brindaría á las Repúblicas Americanas.

La obra es ciertamente colosal, pero no ofrece en realidad ningún obstáculo insuperable, y sólo espera para convertirse en el hecho plausible, que se tome el proyecto con ánimo resuelto hasta lograr que la empresa quede implantada.

Es evidente que el desarrollo del tráfico local por sí mismo, pagaría, en tiempo no lejano, el costo de la vía, y que el incremento de las relaciones comerciales entre unos y otros de los países vecinos sería rápido,

promoviendo así finalmente el bienestar general, político y social, de todas las naciones del Continente, y una unión más estrecha entre ellas, todo lo cual daría cada vez mayor valor al capital y sus rendimientos.

Los progresos que México viene obteniendo en los últimos años llaman con razón la atención del mundo, y el impulso que toman sus industrias demanda para la próspera República una fácil comunicación con los otros Estados vecinos, donde encontrará excelentes mercados para muchos de sus productos que la competencia del Norte encamina hacia ellos, como sucede actualmente y con particularidad respecto de las telas y géneros y artículos de cuero de todas clases.

Los Estados de la América Central progresan constantemente, y á la par que en ellos el adelanto moral se manifiesta de modo inequívoco en la tranquilidad de que hoy disfrutan, el desarrollo de sus ricas fuentes de producción toma mayor incremento cada día, alentando nuevas empresas, el mejoramiento de las vías de comunicación existentes y la construcción de otras nuevas é importantes.

Allá en el lejano Sur, la República Argentina se levanta como rival agrícola de los Estados Unidos del Norte, y Chile abre competencia en el Pacífico con las líneas de vapores de la gran nación norteamericana.

Estas demostraciones prácticas del adelanto de los países latinos del Continente, indican actividad en el movimiento de progreso que han alcanzado, y ponen de manifiesto la gran importancia del campo que ofrecen á las empresas y á los negocios.

El Brasil, con su enorme extensión territorial; el Uruguay, con su posición geográfica; el Perú, Bolivia, Ecuador, Venezuela y Colombia, con la exuberante riqueza de su suelo, participan en igual alta escala de los beneficios del progreso y de la civilización.

La empresa de un ferrocarril que una á todos estos países encontrará, pues, abundantes elementos de vida existentes hoy, y muchos otros que por sí mismo creará, ya á influencia de las facilidades del tráfico local, ya por la comunicación rápida entre unos y otros Estados.

En la primera Conferencia Internacional Americana, celebrada en Washington en 1889-1890, se adoptaron resoluciones para llevar á efecto la gran empresa; y como resultado práctico de la iniciativa tomada entonces, se hicieron los estudios correspondientes por una Comisión de ingenieros que rindió un informe completo, que existe impreso con mapas é ilustraciones en siete gruesos volúmenes.

De esos estudios aparece que la longitud de un ferrocarril de Nueva York á Buenos Aires, sería de 10,471 millas y que de esta enorme distancia la mitad está cubierta ya por líneas férreas existentes.

Concretándonos á la primera parte de la gran obra continental, fácil será demostrar que sólo requiere un ligero impulso para que pueda verse realizada en toda la porción del hemisferio, al Norte de Panamá. En efecto, la distancia de 2,187 millas de Nueva York á Laredo en la frontera de México, la de 839 millas de Laredo á la Ciudad de México

y la de 343 millas de dicha ciudad á Oaxaca, se recorren por ferrocarriles en actual explotación.

Hay dos vías férreas mexicanas que se acercan á la frontera de Guatemala: una que corre de Puebla á Oaxaca, del lado del Pacífico, la cual necesitaría una extensión de 400 millas para llegar á dicha frontera; y la otra que parte de Córdoba, en la línea del ferrocarril de Veracruz, del lado del Atlántico. Existe además otra vía férrea en construcción que conectará con el Ferrocarril Interoceánico del Istmo de Tehuantepec; y lo que al efecto es más positivo, el Gobierno de México ha hecho una concesión con liberales subsidios para la construcción, en el término de dos años, de un ferrocarril que partiendo del Istmo como un ramal de la vía Interoceánica mencionada, se extienda hasta la línea divisoria con Guatemala.

Logrado este nuevo progreso de los ferrocarriles de México en su propio territorio, quedará salvada por el mismo hecho, la mayor de las dificultades para que la vía Intercontinental pueda extenderse, uniendo los ferrocarriles de los Estados de la América Central, donde existen varios tramos perfectamente utilizables en la vía general.

Bastará á este respecto hacer notar que de las 1,107 millas que una línea sobre el lado del Pacífico recorrerá en Centro América, desde la frontera mexicana hasta la de Colombia, existen hoy construidas y en explotación 211.30 millas, principalmente en El Salvador y Nicaragua, donde los ferrocarriles más extensos siguen en su mayor parte una dirección paralela en general á la costa.

En Guatemala hay un trayecto de ferrocarril del puerto de Ocós al pueblo de Ayutla, cerca de la frontera mexicana, y las líneas construidas en éste y los otros Estados centro-americanos suman poco menos de 1,000 millas.

	Millas.
Guatemala.....	342
El Salvador.....	132
Honduras.....	50
Nicaragua.....	176
Costa Rica.....	222

Pero en Costa Rica, Guatemala y Honduras, las vías férreas principales siguen una dirección transversal, porque se dirigen del interior á los puertos; mas en los tres países se están construyendo ramales que dentro de poco tiempo no sólo podrán agregar considerable extensión á la parte ejecutada del proyecto, sino que elevarán así la garantía de buen éxito para un Ferrocarril Continental, por el crecimiento consiguiente del tráfico que resultará siempre del mayor número de sus conexiones.

No existía tan buena base en México cuando se proyectaba la construcción de la primera vía férrea entre los Estados Unidos y aquella República; la empresa no encontraba el favor del público porque se creía que no sería remunerativa; y hoy, en el trascurso escaso de cuatro

lustros, existen ya tres líneas en constante actividad, alimentadas por el comercio creciente entre las dos naciones. Estas líneas férreas, por efecto natural, fomentan el desarrollo mutuo de intereses, impulsando al propio tiempo la construcción de otras vías en conexión con ellas.

No hay, pues, razón para dudar, fundándose en estos que son hechos palpables, que la extensión de los caminos de hierro hacia el Sur, producirá iguales, si no mejores resultados para el capital, aparte de la benéfica influencia moral en el porvenir de las naciones del Continente.

Parece próxima la realización del pensamiento de unir los dos grandes océanos por un canal á través del Istmo centro-americano, entre Costa Rica y Nicaragua; y si como es justo esperarlo se resuelve pronto su ejecución, la sección septentrional del Ferrocarril Intercontinental aumentará en importancia de un modo excepcional.

En la Segunda Conferencia Internacional Americana, reunida en México de octubre á enero, 1901-2, se acordó ratificar las resoluciones de la Primera Conferencia de Wáshington y hacer entre otras recomendaciones, la de que el Gobierno de los Estados Unidos de América inicie, por medio de los representantes diplomáticos de las Repúblicas americanas acreditados en Wáshington, las medidas más apropiadas para el envío, dentro de un año, de comisionados que informen acerca de los ferrocarriles existentes, y concesiones que harían los respectivos gobiernos para la construcción de la vía continental.

El pensamiento encuentra hoy gran favor; y es de esperarse que con el nuevo impulso que se le da, llegue á convertirse en la deseada realidad.

Sea así para bien de toda la América!

WASHINGTON, abril de 1902.

CONVENCIÓN CELEBRADA ENTRE LOS ESTADOS UNIDOS DEL BRASIL Y S. M. EL REY DE LA GRAN BRETAÑA. PARA LA DETERMINACIÓN POR ARBITRAJE DE LA CUESTIÓN DE LÍMITES ENTRE EL TERRITORIO BRASILEIRO Y EL DE LA GUAYANA INGLESA.

Concluido en Londres, noviembre 6 de 1901.

Proclamado, enero 28 de 1902.

Deseando el Presidente de los Estados Unidos del Brasil y Su Majestad el Rey del Reino Unido de la Gran Bretaña é Irlanda, Emperador de la India, determinar por un arreglo amistoso la cuestión que se ha suscitado entre sus respectivos gobiernos respecto á la frontera entre

los Estados Unidos del Brasil y la Colonia denominada "Guayana inglesa," han resuelto que la referida cuestión se someta á arbitraje, y, á fin de concluir una convención á ese efecto, han nombrado para sus respectivos Plenipotenciarios:

El Presidente de los Estados Unidos del Brasil al Señor JOAQUIM AURELIO NABUCO DE ARAUJO, Enviado Extraordinario y Ministro Plenipotenciario del Brasil, cerca de Su Majestad Británica.

Y Su Majestad el Rey del Reino Unido de la Gran Bretaña é Irlanda, Emperador de la India, al Muy Honorable Señor HENRY CHARLES KEITH PETTY FITZ MAURICE, Marqués de Lansdowne, Conde de Wycombe, Visconde de Caln y Calnstone, Señor de Wycombe, Barón de Chipping Wycombe, Barón Nairne, Conde de Kerry, Conde de Shelburne, Visconde Clannaurice y Fitzmaurice, Barón de Kerry, Lixnaw y Dunkerron, Par del Reino de la Gran Bretaña é Irlanda, Miembro del Muy Honorable Consejo Privado de Su Majestad Británica, Caballero de la muy noble Orden de la Liga, etc., principal Secretario de Estado de Su Majestad para el despacho de asuntos extranjeros.

Los que después de haberse comunicado mutuamente sus respectivos plenos poderes, y encontrádoles en buena y debida forma, han acordado y convenido los siguientes artículos:

ARTÍCULO I.

El Presidente de los Estados Unidos del Brasil y Su Majestad el Rey del Reino Unido de la Gran Bretaña é Irlanda, Emperador de la India, convienen en invitar á Su Majestad el Rey de Italia á que decida como arbitrador la cuestión de límites arriba indicada.

ARTÍCULO II.

El territorio en disputa entre los Estados Unidos del Brasil y la Colonia de la Guayana inglesa se entenderá ser el comprendido entre los ríos Takutú y Cotinga, y una línea trazada desde el nacimiento del Cotinga, en dirección al este y siguiendo el curso de su corriente, hasta llegar á un punto cerca del Monte Ayangeanna; de allí en dirección al sudeste, y siguiendo siempre en general el curso de la corriente hasta el cerro llamado Annay; de allí por el tributario más inmediato hasta encontrar el río Rupunini; de allí subiendo la corriente de este último río hasta llegar á su nacimiento; y de allí cruzando el país hasta el nacimiento del Takutú.

ARTÍCULO III.

Se suplicará al arbitrador que investigue y determine qué extensión del territorio descrito en el precedente artículo, sea el todo de él, ó una parte suya solamente, puede ser legalmente reclamada por alguna de las dos altas partes contratantes, y que se sirva fijar la línea divisoria entre los Estados Unidos del Brasil y la Colonia de la Guayana inglesa.

ARTÍCULO IV.

Para decidir la cuestión que se somete á su fallo, el arbitrador depurará todos los hechos que estime necesarios, y tendrá por guía los principios de Derecho Internacional que á su juicio sean aplicables al caso.

ARTÍCULO V.

El "Caso" impreso, de cada una de las partes, acompañado con los documentos, correspondencia oficial, y toda la demás prueba en que se apoya, será entregado, en duplicado, al arbitrador y al gobierno de la otra parte, dentro de un período que no exceda de doce meses á contar de la fecha del canje de las ratificaciones de esta convención.

ARTÍCULO VI.

Dentro de seis meses después de la presentación de los "Casos," en la manera y forma prescrita en el artículo antecedente, cada una de las partes entregará, también en duplicado, al arbitrador y al gobierno de la otra parte, la "Réplica," ó "Counter Case," acompañada de nuevos documentos, correspondencia, ó prueba, en que se dará respuesta á lo dicho por la otra parte en su respectivo "Caso," ó se expondrá lo que aparezca de los documentos, correspondencia y pruebas presentadas.

Si en la "Réplica," ó "Counter Case," se ha dicho ó indicado por alguna de las partes que hay en su poder algún informe ó documento de su propiedad exclusiva, de que no haya acompañado copia, la referida parte tendrá obligación de suministrar á la otra, si ella lo exigiere, una copia del referido informe ó documento; y cada una de las partes puede obligar á la otra, por medio del arbitrador, á producir los originales, ó copias certificadas, de los papeles ó documentos presentados como prueba, dando en cada caso noticia de ello á la otra parte dentro de cuarenta días siguientes á la entrega del "Caso," ó de la "Réplica," ó "Counter Case;" y el documento original, ó su copia certificada, será producido tan pronto como pueda hacerse, antes de que expire un plazo que no exceda de cuarenta días, á contar desde la fecha del recibo de la noticia.

ARTÍCULO VII.

Dentro del término de cuatro meses, que empezarán á correr desde la expiración del plazo fijado para entregar la "Réplica," ó "Counter Case," cada una de las partes entregará en duplicado al arbitrador y al Gobierno de la otra parte, un alegato impreso en que se arguya el respectivo punto de vista, refiriéndose á la prueba en que se descansa; y el arbitrador podrá, si desee mayor dilucidación de cualquiera particular tocado en el alegato, requerir que se le entregue un nuevo "alegato," escrito, ó impreso, sobre el dicho particular; pero en ese

caso, la otra parte tendrá el derecho de replicar por medio de un contra alegato escrito ó impreso.

ARTÍCULO VIII.

El arbitrador podrá, por cualquiera causa que á su juicio sea suficiente, extender los plazos fijados en los artículos V, VI y VII de esta convención, concediendo treinta días más.

ARTÍCULO IX.

Las Altas Partes Contratantes convienen en suplicar al arbitrador que se sirva pronunciar el laudo, si fuere posible, dentro del término de seis meses á contar desde la fecha de la presentación de los alegatos de ambas partes.

También convienen en rogar al arbitrador que se sirva dar su laudo, por escrito, fechado y firmado, y en duplicado, de modo que pueda entregarse un ejemplar al Representante de los Estados Unidos del Brasil, y otro al Representante de la Gran Bretaña, á fin de que los remitan á sus respectivos Gobiernos.

ARTÍCULO X.

Las Altas Partes Contratantes se comprometen á aceptar el laudo del arbitrador como decisión completa, definitiva, y ejecutoria del asunto sometido á arbitraje.

ARTÍCULO XI.

Las Altas Partes Contratantes convienen en que los indios y demás habitantes de alguna localidad del territorio disputado, que por virtud del laudo queden sujetos á la jurisdicción, bien de los Estados Unidos del Brasil, bien de la Colonia de la Guayana inglesa, podrán, dentro del término de diez y ocho meses á contar desde la fecha del laudo, elegir entre trasladarse, ó no, con sus familias, y bienes muebles, al territorio de los Estados Unidos del Brasil, ó al territorio de la Colonia, según fuere el caso. Les será también potestativo á los referidos habitantes disponer libremente de sus bienes raíces, y las Altas Partes Contratantes se comprometen á facilitar de cuantos modos sean posibles el ejercicio de la opción á que se refiere este artículo.

ARTÍCULO XII.

Cada Gobierno proveerá lo necesario para el pago de los gastos de preparación y presentación de su caso. Los gastos en que se incurra en los procedimientos del arbitraje serán sufragados de por mitad.

ARTÍCULO XIII.

La presente convención se llevará á efecto, inmediatamente después del canje de sus ratificaciones, y este canje se verificará en la ciudad

de Río de Janeiro, dentro de cuatro meses á partir de esta fecha, ó antes si fuere posible.

En fé de lo cual los respectivos Plenipotenciarios firman y sellan la presente, en duplicado, en Londres, hoy 6 de noviembre de 1901.

[L. s.]

JOACHIM NABUCO.

[L. s.]

LANSDOWNE.

DECLARACIÓN.

Al tiempo de firmar la antecedente convención, los infrascritos Plenipotenciarios declaran, como parte y complemento de aquella, y sujeto como ella á ratificación, que las Altas Partes Contratantes adoptan como frontera entre los Estados Unidos del Brasil, y la colonia de la Guayana inglesa, la línea que divide las aguas de la cuenca del Amazonas y las de las cuencas del Corentino y del Esequibo, desde el nacimiento del Corentino hasta el del Repununi, ó del Takutú, ó un punto entre ellos, según lo que decida el arbitrador.

[L. s.]

JOACHIM NABUCO.

[L. s.]

LANSDOWNE.

CONGRESO GEOGRÁFICO EN RÍO DE JANEIRO.

Entre las diferentes medidas de carácter general tomadas en la Segunda Conferencia Pan-Americana últimamente celebrada en México, figura en lugar conspicuo la relativa al aprovechamiento de los ríos de la América del Sur para establecer un sistema de comunicación interior entre las Repúblicas de aquel continente. En el número del BOLETIN, correspondiente al mes de febrero de este año de 1902, de página 402 á página 418, se dió cuenta del notable discurso que pronunció en la Conferencia citada, el Señor Delegado de Colombia, General DON RAFAEL REYES, sobre la exploración que él mismo y dos hermanos suyos habían hecho del interior de Sud América, y en que recomendó se utilizasen las vías fluviales de aquella vasta porción de este hemisferio para propósitos de comunicación interior. La Conferencia dió forma práctica á esta idea, recomendando que las naciones cuyos territorios de encuentran bañados por aguas correspondientes á los grandes sistemas del Orinoco, el Amazonas y el río de la Plata se reunan para estudiar el asunto, y llegar á la debida determinación. Esto se hizo por medio de un tratado que firmaron los Delegados de la República Argentina, Bolivia, Colombia, Ecuador, Paraguay, Perú y Uruguay, sujeto, por supuesto, á la ratificación de sus respectivos Gobiernos, que dice como sigue:

“CONVENCIÓN CELEBRADA POR LAS DELEGACIONES DE LA REPÚBLICA ARGENTINA, BOLIVIA, COLOMBIA, ECUADOR, PARAGUAY, PERÚ Y URUGUAY, PARA LA REUNIÓN DE UN CONGRESO GEOGRÁFICO EN RÍO DE JANEIRO.

“MÉXICO, 28 de enero de 1902.

“Considerando que, de acuerdo con la exposición de motivos anexa y la Memoria de exploraciones presentada á la Conferencia Internacional por el Señor General Don RAFAEL REYES, resulta practicable el pensamiento de comunicar entre sí las tres grandes hoyas hidrográficas de la América del Sur, estableciendo la navegación desde el Orinoco hasta el Plata por el interior del Continente;

“Que la incomunicación actual mantiene substruido en su gran parte á la industria y al comercio del mundo un territorio inmenso y dotado de inagotables riquezas naturales;

“Que entre los problemas estudiados por la Conferencia Internacional, reunida en México, el de la comunicación interior en Sud América ofrece la mayor transcendencia para la civilización;

“Que á fin de preparar la ejecución de dicho pensamiento, conviene que las naciones del Orinoco, del Amazonas y del Plata, y las de sus afluentes respectivos se reúnan en asamblea para estudiar la mejor forma de llevar á término el propósito;

“Que no encontrándose ya representadas en esta Conferencia las Repúblicas del Brasil y Venezuela, á cuyos dominios pertenecen las salidas del Amazonas y del Orinoco, es necesario arbitrar la forma en que debe ser requerido su concurso;

“Las Naciones signatarias han convenido lo siguiente:

“1. La celebración de una Conferencia Geográfica fluvial de los países ribereños, que se reunirá en la ciudad de Río de Janeiro dentro del término de un año.

“2. El Excelentísimo Gobierno de la República Argentina queda encargado de gestionar del Excelentísimo Gobierno de los Estados Unidos del Brazil, la adhesión y el asentimiento necesarios para la reunión de dicha Conferencia.

“3. Se solicita de ambos Gobiernos que gestionen las demás adhesiones de los países ribereños y hagan la convocatoria respectiva.

“4. La Conferencia mencionada funcionará con arreglo al siguiente programa, en cuanto no sea modificado por acuerdo de los Gobiernos Brasilerio, Argentino y Venezolano:

“(a) Organizar Comisiones geográficas de exploración.

“(b) Formular reglamentos para las diversas comisiones.

“(c) Establecer los presupuestos de gastos que demanden los trabajos.

“(d) Fijar las cuotas proporcionales que correspondan á cada uno de los Gobiernos interesados.

“(e) Organizar una Oficina Internacional destinada á concentrar los datos de las exploraciones y presentar á los Gobiernos un proyecto general sobre comunicación de las hoyas hidrográficas.

“(f). Estudiar todos los asuntos conexos con el propósito anterior, que se refieren á la más rápida ejecución de la obra y á las medidas que los Gobiernos interesados deben acordar particularmente ó en común, para promover el bienestar de esas regiones.

LORENZO ANADÓN,

Delegado de la República Argentina.

FERNANDO E. GUACHALLA,

Delegado de Bolivia.

CECILIO BÁEZ,

Por el Paraguay.

MANUEL ÁLVAREZ CALDERÓN,

Por el Perú.

RAFAEL REYES,

Delegado por Colombia.

JUAN CUESTAS,

Delegado del Uruguay.

L. F. CARBO,

Por el Ecuador.

EL CONGRESO INTERNACIONAL DE AMERICANISTAS.

Se ha convocado al Congreso Internacional de Americanistas para que celebre su décimatercera sesión en los salones del Museo Americano de Historia Natural, en la ciudad de Nueva York, empezando el día 20 de octubre de 1902, y concluyendo el 25 siguiente. El objeto de este Congreso es reunir á los que estudian la arqueología, la etnología y la historia primitiva de Norte y Sud América, y aumentar los conocimientos sobre estos asuntos, tanto por la lectura de documentos como por medio de discusiones.

Las disertaciones verbales ó por escrito pueden ser en cualquiera de los idiomas siguientes, á saber: inglés, castellano, francés, alemán ó italiano (no se menciona el portugués, tal vez inadvertidamente). Se espera que todos los debates sean cortos y que no se han de invertir más de treinta minutos en la lectura de ningún documento. Las memorias que se presenten á este Congreso se imprimirán con las actas, si fueren aprobadas. Los miembros del Congreso de Americanistas deberán enviar los títulos y, si fuere posible, extractos de sus Memorias, al Secretario General, antes de celebrarse la reunión.

Los temas que este Congreso ha de discutir se relacionan con (1) las razas indígenas de América, su origen, distribución, historia, rasgos físicos característicos, idiomas, inventos, costumbres y religiones; (2) la historia del primitivo contacto entre América y el antiguo mundo.

Todas las personas interesadas en el estudio de la arqueología, etnología é historia primitiva de Norte y Sud América, pueden hacerse

miembros del Congreso de Americanistas, haciendo la debida solicitud al Sr. MARSHALL H. SAVILLE, Secretario General de la Comisión de Organización, Museo Americano de Historia Natural de la ciudad de Nueva York. El Sr. MORRIS K. JESUP es el Presidente, y el Duque de LOUBAT, el Vice-Presidente de la Comisión de Organización.

LIBRE FRANQUEO DE LAS PUBLICACIONES DE LA OFICINA INTERNACIONAL DE LAS REPÚBLICAS AMERICANAS.

El Señor Ministro de Correos de los Estados Unidos de América participó al Señor Secretario de Estado, Presidente del Consejo Directivo de la Oficina, con fecha 9 de abril de 1902, que había dado las órdenes oportunas para que conforme á lo acordado se admitiesen en las estafetas de los Estados Unidos de América, libres de franqueo, las publicaciones de la Oficina, y que se les diese libre curso á donde quiera que fueren dirigidas sin más limitaciones que la de que el peso de cada paquete no exceda de 4 libras y 6 onzas, ó sea 2 kilogramos, que es el límite convenido por la Convención Postal Universal, y la de que el país de destino sea uno de los que forman la Unión Internacional de Repúblicas Americanas.

El texto del decreto es como sigue:

“ MINISTERIO DE CORREOS,

“ *Washington, D. C., 9 de abril 1902.*

“ En cumplimiento del artículo 8º de la resolución relativa á la reorganización de la Oficina Internacional de las Repúblicas Americanas, sancionada por la Segunda Conferencia Pan-Americana, celebrada recientemente en la ciudad de México, en que se dispone que ‘las publicaciones de la Oficina se considerarán como documentos públicos y se transportarán libres de gasto en las valijas de todas las Repúblicas;’

“ Se ordena por la presente, que la correspondencia y publicaciones de la expresada Oficina, cuyo peso por paquete no exceda de cuatro libras seis onzas (2 kilogramos), límite prescrito por la Convención Postal Universal, sean admitidas en los correos, libres de franqueo postal cuando estén dirigidas á los países que forman la Unión Internacional de las Repúblicas Americanas, á saber:

Argentina (República).	Ecuador.	Paraguay.
Bolivia.	Estados Unidos.	Perú.
Brasil.	Guatemala,	Salvador (El).
Costa Rica.	Haití.	Uruguay.
Columbia.	Honduras.	Venezuela.
Chile.	México.	
Dominicana (República).	Nicaragua.	

H. C. PAYNE,
Ministro de Correos.

COMERCIO DE LA GRAN BRETAÑA CON AMÉRICA EL PRIMER TRIMESTRE DE 1902.

Los "Informes relativos al tráfico y navegación del Reino Unido," publicados en marzo de 1902, contienen los siguientes datos referentes al comercio de la nación antedicha con las demás de América. Todos estos datos están comparados con los del mismo primer trimestre de 1900 y de 1901.

IMPORTACIONES.

Artículos y países.	Valor, primer trimestre.		
	1900.	1901.	1902.
<i>Animales vivos.</i>			
Ganado vacuno:			
República Argentina.....	621,756		
Estados Unidos.....	1,339,664	£1,815,386	£1,554,378
Ganado lanar:			
República Argentina.....	200,267		
Estados Unidos.....	56,370	123,846	148,728
<i>Comestibles y bebidas.</i>			
Trigo:			
República Argentina.....	1,020,581	885,491	246,034
Chile.....			13,754
Estados Unidos.....	1,999,504	3,247,839	2,848,393
Harina de trigo:			
Estados Unidos.....	1,743,601	2,299,033	1,752,544
Cebada:			
Estados Unidos.....	594,127	342,098	340,825
Avena:			
Estados Unidos.....	315,192	339,210	10,418
Maíz:			
República Argentina.....	425,590	61,500	351,507
Estados Unidos.....	2,036,428	2,916,006	214,230
Carne de vaca, fresca:			
Estados Unidos.....	1,378,093	1,549,721	1,315,381
Id. de carnero, fresca:			
República Argentina.....	380,472	521,502	458,028
Id. de puerco, fresca:			
Estados Unidos.....	138,408	250,344	281,702
Tocino:			
Estados Unidos.....	1,712,582	2,428,289	2,155,975
Carne de vaca, salada:			
Estados Unidos.....	60,877	57,103	51,394
Café:			
Brasil.....	18,865	26,465	140,362
Central America.....	267,360	363,946	191,860
Azúcar sin refinar:			
Brasil.....	4,642	37,961	47,801
Perú.....	74,557	14,464	16,212
República Argentina.....	386	96,383	174,151
Tabaco en rama:			
Estados Unidos.....	498,957	499,067	462,708
Tabaco labrado:			
Estados Unidos.....	330,954	319,317	349,574
<i>Metales.</i>			
Cobre:			
Chile.....	141,308	77,358	48,518
Estados Unidos.....	4,379	5,351	6,445
Régulo y precipitado:			
Chile.....	33,886	51,777	75,855
Perú.....	48,305	68,110	29,969
Estados Unidos.....	76,026	102,314	181,862
Hierro forjado y no forjado:			
Chile.....	230,614	301,114	234,306
Estados Unidos.....	661,732	372,140	1,067,765
Hierro en lingotes:			
Estados Unidos.....	49,904	88,115	22,076
Acero no forjado:			
Estados Unidos.....	14,169	223,286	8,849
Plomo en lingotes y láminas:			
Estados Unidos.....	147,152	220,079	159,891

OFICINA INTERNACIONAL DE LAS REPÚBLICAS AMERICANAS. 1293

IMPORTACIONES—Continda.

Artículos y países.	Valor, primer trimestre.		
	1900.	1901.	1902.
<i>Aceites.</i>			
Petróleo:			
Estados Unidos.....	£694,822	£727,290	£829,533
Aceite lubricador:			
Estados Unidos.....	234,105	199,567	218,980
<i>Materias primas para fabricas de tejido.</i>			
Algodón en rama:			
Brasil.....	188,107	83,954	340,263
Estados Unidos.....	7,807,411	10,199,527	11,634,239
Lana de carneros:			
Sud América.....	534,073	525,795	535,179
Id. de alpaca, llama y vicuña:			
Perú.....	55,611	49,579	62,731
<i>Materias primas para varias industrias</i>			
Cueros crudos:			
República Argentina y Uruguay.....	7,481	14,623	19,233
Brasil.....			200
Sebo y estearina:			
República Argentina.....	67,913	65,356	121,384
Estados Unidos.....	187,304	166,270	69,686
<i>Artículos manufacturados.</i>			
Rieles de acero:			
Estados Unidos.....	6,923	59,217	30,517
Ejes y llantas:			
Estados Unidos.....	242,942	194,420	96,427
Artículos de jute:			
Estados Unidos.....	788,677	786,250	806,680
Papel:			
Estados Unidos.....	10,203	11,137	91,978
<i>Miscelanea.</i>			
Caballos:			
Estados Unidos.....	307,075	114,540	123,524
Linaza y semilla de linaza:			
República Argentina.....	391,259	834,426	775,585
Estados Unidos.....	2,725	7,000	128,116

EXPORTACIONES.

<i>Sustancias alimenticias y bebidas.</i>			
Aguas gaseosas:			
Estados Unidos.....	£68,774	£59,106	£53,684
Sal, gema y cristalizada:			
Estados Unidos.....	28,430	22,859	24,771
Espíritus:			
Estados Unidos.....	59,300	58,415	69,004
<i>Materias primas.</i>			
Carbón de piedra, coke, etc.:			
Brasil.....	174,579	201,409	205,120
Lana de carneros:			
Estados Unidos.....	205,144	89,567	134,334
<i>Artículos manufacturados en todo ó en parte.</i>			
Artículos de algodón de todas clases:			
República Argentina.....	298,858	207,520	238,009
Brasil.....	208,221	191,326	277,768
Centro América.....	94,902	110,118	69,009
Chile.....	249,595	183,756	141,542
Colombia.....	28,756	110,338	91,699
México.....	113,043	66,105	78,936
Perú.....	74,048	112,594	98,352
Estados Unidos.....	655,802	470,718	545,659
Uruguay.....	85,826	53,777	82,204
Venezuela.....	16,655	100,506	52,430
Hilaza de jute:			
Brasil.....	49,871	77,353	86,781
Estados Unidos.....	2,047	4,018	2,046

EXPORTACIONES—Continúa.

Artículos y países.	Valor, primer trimestre.		
	1900.	1901.	1902.
<i>Artículos manufacturados en todo ó en parte—Continúa.</i>			
Artículos de jute:			
República Argentina.....	663,282	£ 18,580	£ 22,604
Brasil.....	1,626	1,530	2,634
Estados Unidos.....	232,914	271,824	269,015
Hilaza (de lino):			
Estados Unidos.....	13,327	6,129	14,797
Géneros de hilo en piezas:			
República Argentina.....	7,281	7,620	20,318
Brasil.....	9,285	7,663	9,664
Colombia.....	2,118	18,941	2,271
México.....	9,233	6,954	12,954
Estados Unidos.....	639,396	552,917	656,548
Tejidos de lana:			
República Argentina.....	53,697	45,105	33,943
Brasil.....	14,878	15,512	22,235
Chile.....	46,586	49,919	37,025
Perú.....	16,105	32,621	16,995
Estados Unidos.....	162,675	111,389	147,316
Uruguay.....	18,489	16,691	10,067
Tejidos de estambre:			
República Argentina.....	88,867	10,907	38,512
Brasil.....	18,326	29,619	29,108
Chile.....	48,302	28,524	43,148
Estados Unidos.....	296,895	172,190	238,500
Uruguay.....	34,739	18,863	16,771
Alfombras:			
República Argentina.....	31,151	20,188	24,506
Chile.....	11,679	10,825	9,311
Estados Unidos.....	15,801	9,173	18,229
<i>Metal y artículos de metal.</i>			
Cuchillería:			
República Argentina.....	4,116	3,817	2,711
Brasil.....	7,141	7,044	6,528
Chile.....	3,078	2,991	3,396
Estados Unidos.....	21,177	21,521	17,892
Ferretería, no enumerada:			
República Argentina.....	7,281	7,211	6,967
Brasil.....	6,453	5,974	5,634
Chile.....	3,517	6,201	5,970
Estados Unidos.....	8,864	9,349	13,626
Hierro en lingotes:			
Estados Unidos.....	117,897	35,546	103,995
Hierro en barras, varillas, etc.:			
República Argentina.....	25,989	11,148	7,215
Brasil.....	7,187	6,117	7,805
Chile.....	10,908	8,422	8,158
Estados Unidos.....	14,823	34,751	21,980
Uruguay.....	6,955	1,243	3,766
Hierro para ferrocarriles:			
República Argentina.....	58,472	148,181	180,270
Brasil.....	34,724	17,478	37,548
Chile.....	2,398	1,838	2,118
México.....	51,061	18,361	22,772
Perú.....	155	20	1,807
Estados Unidos.....	268	28	.....
Uruguay.....	8,970	42,608	.....
Alambre de hierro ó acero:			
República Argentina.....	13,561	15,668	17,501
Brasil.....	3,639	4,518	2,233
Estados Unidos.....	10,379	18,080	23,099
Hierro galvanizado en hojas:			
República Argentina.....	153,131	100,993	27,059
Brasil.....	11,063	5,658	11,232
Centro América.....	1,896	6,808	6,119
Chile.....	34,291	22,251	7,251
México.....	28,612	16,068	18,113
Uruguay.....	10,558	11,054	12,206
Hoja de lata:			
República Argentina.....	17,704	15,192	20,074
Brasil.....	13,369	12,916	18,562
Estados Unidos.....	214,227	135,490	276,726
Hierro colado ó forjado:			
República Argentina.....	47,403	78,764	57,628
Brasil.....	11,118	27,606	25,733
Chile.....	28,131	21,021	33,361
Perú.....	7,105	9,125	8,513
Estados Unidos.....	12,728	9,876	14,790

EXPORTACIONES—Continúa.

Artículos y países.	valor, primer trimestre.		
	1900.	1901.	1902.
<i>Maquinaria.</i>			
Locomotoras:			
Sud América	£77,768	£82,170	£35,749
Estados Unidos	270	308	6,573
Maquinaria agrícola:			
Sud América	1,997	7,009	3,522
Estados Unidos	360		157
Maquinaria de las demás clases:			
Sud América	27,671	28,642	31,988
Estados Unidos	3,487	3,263	502
Instrumentos de agricultura:			
Sud América	19,017	11,417	11,451
Estados Unidos	5,655	310	
Máquinas de coser:			
Sud América	4,300	11,098	7,142
Maquinaria de minas:			
Sud América	12,808	9,259	8,048
Estados Unidos	140	72	215
Máquina textil:			
Sud América	37,530	14,463	45,674
Estados Unidos	181,218	164,165	113,168
<i>Miscelánea.</i>			
Cemento:			
República Argentina	7,663	11,119	6,979
Brasil	5,060	2,030	3,062
Estados Unidos	21,738	1,124	1,488
Loza:			
República Argentina	15,287	14,009	9,006
Brasil	14,520	15,944	16,685
Estados Unidos	154,070		114,015
Aceite de semilla:			
Brasil	11,452	14,051	18,319

ESPAÑA Y LA AMÉRICA ESPAÑOLA.

Un despacho cablegráfico dirigido al London Times, fechado en Madrid el 11 de marzo de 1902, dice que el Ministro de Relaciones Exteriores había anunciado que el Gobierno español, aprovechando la presencia en México de los Delegados de todos los países hispano-americanos, dió instrucciones á su representante en dicha capital mexicana para que hiciese las gestiones debidas á fin de celebrar tratados de arbitraje entre España y los mencionados países, y que de conformidad con estas instrucciones, el Marqués de Prat, Ministro Español en México, había firmado tratados á ese efecto con la República Argentina, Bolivia, Colombia, Guatemala, México, Paraguay, Salvador, Santo Domingo y Uruguay.

Mediante estos tratados, se ha convenido que todas las controversias que surjan entre España y los expresados países, se han de someter á arbitraje, y que el árbitro ha de ser el jefe de una República hispano-americana ó un tribunal compuesto de Españoles ó de Hispano-Americanos, "á fin de dar mayor relieve á la solidaridad de intereses que existe entre todas las ramas de la raza española." Únicamente en los casos en que no se haya podido llegar á un acuerdo en cuanto á dicho árbitro, se someterán las cuestiones al Tribunal de La Haya.

El Ministro agrega que pronto se celebrarán tratados análogos con Costa Rica, Honduras, Perú y Venezuela.

REPÚBLICA ARGENTINA.

COMERCIO CON LOS ESTADOS UNIDOS EN 1901.

El Cónsul General de la República Argentina en Nueva York ha compilado varios datos, que ponen de manifiesto el comercio entre su país y los Estados Unidos de América en el año de 1901.

Se ve por esos datos que en el año que acaba de nombrarse salieron de los Estados Unidos de América con destino á Buenos Aires y otros puertos argentinos, 70 vapores y 190 buques de vela, de capacidad los primeros de 128,340 toneladas, y los segundos de 172,238 toneladas, cargados de mercancías americanas.

Este movimiento en detalle fue como sigue:

Puertos.	Vapores.		Buques de vela.	
	Número.	Tonelaje.	Número.	Tonelaje.
Nueva York.....	54	106,569	21	15,642
Apalachicola.....			6	3,722
Baltimore.....	2	3,081	1	698
Boston.....	1	1,395	21	19,309
Brunswick.....	3	3,004	1	2,302
Mobile.....	1	5,537	26	32,554
Norfolk.....	4	5,696	43	39,258
Pascagoula.....			42	43,345
Pensacola.....	2	2,458	2	2,157
Philadelphia.....			10	7,182
Portland.....			6	6,209
Savannah.....				
Total.....	70	128,340	192	172,238

El aumento en las exportaciones de los Estados Unidos para la República Argentina, de 1893 á 1901, se muestra por la siguiente tabla:

Años.	Número de buques.	Tonelaje.	Años.	Número de buques.	Tonelaje.
1893.....	188	150,524	1898.....	244	237,672
1894.....	191	176,956	1899.....	258	280,881
1895.....	179	181,582	1900.....	249	252,988
1896.....	235	213,078	1901.....	262	301,298
1897.....	190	181,155			

Las exportaciones de la República Argentina para los Estados Unidos de América, en 1901, se efectuaron por medio de 22 vapores y 60 buques de vela, de capacidad los primeros de 40,010 toneladas y los segundos de 40,223.

El siguiente cuadro muestra en detalle ese movimiento:

Buques procedentes de la República Argentina.

Destino.	Vapores.		Buques de vela.	
	Número.	Tonelaje.	Número.	Tonelaje.
New York.....	20	36,548	26	16,985
Boston.....	1	1,600	25	17,197
Philadelphia.....	1	1,862	9	6,041
Total.....	22	40,010	60	40,223

Comparado este comercio con el de los años anteriores desde 1893, resulta lo que sigue:

Años.	Número de buques.	Toneladas.	Años.	Número de buques.	Toneladas.
1893.....	72	53,002	1898.....	70	59,372
1894.....	77	74,220	1899.....	64	58,879
1895.....	108	95,483	1900.....	75	57,972
1896.....	68	54,986	1901.....	82	80,233
1897.....	65	58,280			

Recapitulando los datos que anteceden se encuentra que en 1901 salieron de los Estados Unidos de América para puertos de la República Argentina 262 buques, de una capacidad total de 301,290 toneladas, y que de los puertos argentinos vinieron para los Estados Unidos de América 82 buques con una capacidad total de 80,233 toneladas; ó que el comercio total entre los dos países requirió el uso de 344 buques, con capacidad total de 381,531 toneladas.

La tabla que sigue pone de manifiesto ese comercio entre los dos países desde 1893 hasta 1901, ambos inclusive:

Años.	Número de buques.	Toneladas.	Años.	Número de buques.	Toneladas.
1893.....	311	212,048	1898.....	314	297,244
1894.....	268	251,276	1899.....	322	339,760
1895.....	287	276,365	1900.....	324	310,960
1896.....	303	268,064	1901.....	344	381,531
1897.....	275	272,435			

El valor total de las exportaciones de los Estados Unidos de América, para la República Argentina en 1901, se elevó á la cifra de \$13,174,140. La siguiente tabla muestra los puertos de donde salieron las mercancías, y el destino y valor de estas:

Puertos de salida.	Puertos de destino.	Valor.	Puertos de salida.	Puertos de destino.	Valor.
New York.....	Buenos Aires.....	\$9,141,620	Norfolk.....	Buenos Aires.....	19,382
	Rosario.....	1,603,867		La Plata.....	7,029
Apalachicola.....	Ensenada.....	6,223	Pascagoula.....	Buenos Aires.....	245,181
	Buenos Aires.....	16,293		Rosario.....	100,333
Baltimore.....	Rosario.....	4,712	Pensacola.....	Bahía Blanca.....	49,709
	Buenos Aires.....	19,027		Buenos Aires.....	355,687
Boston.....	La Plata.....	11,687	Philadelphia.....	Rosario.....	30,775
	Ensenada.....	467,129		Buenos Aires.....	48,812
Brunswick.....	Buenos Aires.....	382,608	Portland.....	do.....	43,974
	Rosario.....	112,528		Rosario.....	21,039
Mobile.....	Buenos Aires.....	23,490	Savannah.....	Bahía Blanca.....	38,609
	Rosario.....	5,971		Buenos Aires.....	91,541
	Bahía Blanca.....	17,300	Total.....		13,174,140
	Buenos Aires.....	222,682			
	Rosario.....	99,732			

Las exportaciones de los Estados de América para la República Argentina, de 1896 á 1901, ambos años inclusive, fueron como sigue:

1896.....	\$8,361,195	1899.....	\$12,378,866
1897.....	5,942,912	1900.....	14,852,813
1898.....	8,066,573	1901.....	13,174,140

Las exportaciones de la República Argentina para los Estados Unidos de América en 1901 llegaron en valor á \$9,950,862, como se ve por la siguiente tabla:

Artículos.	Cantidad.	Valor en oro.	Destino.	
Lana, primera clase.....	libras.....	1,582,358	\$151,810	New York.
Id.....	do.....	13,633,118	1,267,636	Boston.
Segunda clase.....	do.....	274,686	26,370	New York.
Tercera clase.....	do.....	1,037,658	78,251	Do.
Id.....	do.....	8,687,088	554,826	Boston.
Cuernos de res y becerros.....	fardos.....	768,926	2,923,261	New York.
Id.....	do.....	408,460	1,569,367	Boston.
Cuernos diversos.....	libras.....	167,234	38,407	New York.
Pieles de chibcho.....	fardos.....	2,251	733,795	Do.
Pellejos varios.....	do.....	320	103,113	Boston.
Pellejos de cerdos.....	libras.....	896	72,082	New York.
Id.....	do.....	463	52,893	Do.
Id.....	do.....	299,490	75,319	Boston.
Goma.....	do.....	7,851	2,825	New York.
Cora.....	fardos.....	31	690	Boston.
Garras.....	do.....	31	41,311	New York.
Huesos y cuernos.....	toneladas.....	4,545	64,391	Do.
Huesos.....	do.....	6,901	76,162	Philadelphia.
Cuernos.....	sacos.....	70	51	Boston.
Plumas.....	do.....		32,856	New York.
Linaza.....	fardos.....	1,218,172	557,263	Do.
Id.....	do.....	151,309	201,805	Philadelphia.
Productos químicos.....	do.....	27,250	161,871	New York.
Tintes.....	bultos y piezas.....	28,640	40,516	Do.
Minerales.....	paquetes.....	302	3,635	Do.
Tripas.....	fardos.....	831	89,431	Do.
Alpiste.....	paquetes.....	2,689	7,530	Do.
Azúcar de caña.....	libras.....	68,373	1,322	Do.
Libros.....	do.....		296	Do.
Cáscaras de naranjas.....	paquetes.....	15	65	Do.
Artículos varios.....	do.....		3,645	Do.
Total.....			9,950,862	

La siguiente tabla da el valor de las exportaciones de la República Argentina para los Estados Unidos de América de 1894 á 1901, ambos años inclusive:

1894.....	\$4,170,986	1898.....	\$5,723,969
1895.....	11,206,865	1899.....	6,164,961
1896.....	7,072,825	1900.....	8,441,495
1897.....	14,759,730	1901.....	9,950,862

CAMBIOS EN LA LEY DE ADUANAS.

Por disposiciones publicadas en el "Boletín Oficial," enero 31 de 1902, se han hecho los siguientes cambios en la Legislación de Aduanas:

1°. "Las mercaderías y productos sujetos al pago de derechos de importación por la ley de Aduana, que están gravados con un impuesto de 10 por ciento ó más, abonarán un impuesto adicional de 2 por ciento sobre el valor."

2°. "Además del impuesto adicional de 2 por ciento establecido por el artículo anterior, todas las mercaderías y productos sujetos al pago de derechos de importación por la ley de Aduana, pagarán otro impuesto adicional de 5 por ciento."

3°. "Los derechos pagaderos en oro serán satisfechos en oro efectivo ó en moneda de curso legal al tipo de cotización."

4°. "El impuesto adicional de 5 por ciento se hará efectivo desde el día 1° de febrero de 1902 inclusive."

5°. "Queda fijado el tipo de 235 por ciento, para el cobro en moneda de curso legal, de los derechos que deben pagarse en oro, empezando el 1° de febrero próximo y continuando hasta nueva orden del Ministerio de Hacienda."

COMUNICACIÓN POR FERROCARRIL CON BOLIVIA.

La Comisión de ingenieros enviada por el Gobierno argentino para examinar los respectivos méritos de las rutas rivales de Humahuaca y Vía del Toro para la construcción de un ferrocarril argentino-boliviano, ha dado su dictamen en favor de la ruta de Humahuaca. La principal objeción que se había hecho contra esta ruta consistía en las dificultades que presenta su región volcánica; pero la Comisión estima que esas dificultades pueden orillarse construyendo un tunel que perfore el Volcan.

Nada se ha decidido todavía con respecto al método de tracción, pero el Ingeniero en Jefe es de parecer que puede usarse fácilmente la electricidad, aprovechando para ello las aguas del río Humahuaca, que presenta una serie de cascadas, y es capaz de desarrollar una fuerza de 10,000 caballos en cada una.

BOLIVIA.

EXPORTACIONES É IMPORTACIONES EN EL PRIMER SEMESTRE DE 1901.

El "Boletín de la Oficina Nacional de Inmigración y Estadística" para el mes de febrero de 1902, publica algunos datos relativos á las importaciones y exportaciones de la República en el primer semestre de 1901. Las importaciones fueron 22,714,351 kilos de mercancías, por valor según factura de 7,167,472.84 bolivianos (§2,960,166.28); y las exportaciones llegaron á 53,614,446 kilos, avaluadas en 18,037,644.04 bolivianos (§7,449,546.99), lo que representa un exceso de las exportaciones sobre las importaciones de \$4,489,389.71. El total de las importaciones y exportaciones en el semestre llegó á 76,328,797 kilos de mercancías, valuadas en 25,295,116.88 bolivianos (§10,409,713.27). La siguiente tabla muestra las importaciones y exportaciones arregladas por países:

Países.	Importaciones.		Exportaciones.		Total.	
	Cantidad.	Valor.	Cantidad.	Valor.	Cantidad.	Valor.
	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>
Argentina	93,851	329,295.22	191,599	137,320.55	285,444	466,615.77
Bélgica	592,533	532,124.26			592,533	532,124.26
Brasil	286,525	65,279.31	1,919,703	5,328,686.20	2,206,228	5,393,964.51
Chile	10,718,563	755,217.23	2,814,813	815,030.94	13,533,406	1,570,248.17
Colombia			300	255.00		255.00
Cuba	1,568	1,877.30			1,568	1,877.30
Ecuador	7,245	3,402.90			7,245	3,402.90
Inglaterra	2,406,221	1,070,738.75	13,622,808	3,965,573.05	16,029,029	5,036,311.80
Francia	878,197	667,806.09	13,947,056	3,705,572.10	14,826,053	4,373,378.19
Alemania	2,359,863	1,554,427.86	8,677,380	1,376,873.02	11,037,243	2,931,300.89
India	16,447	1,850.60			16,447	1,850.60

Países.	Importaciones.		Exportaciones.		Total.	
	Cantidad.	Valor.	Cantidad.	Valor.	Cantidad.	Valor.
	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>	<i>Kilos.</i>	<i>Bolivianos.</i>
Italia	396,296	291,492.37	41,035	25,465.27	437,321	316,957.64
Paraguay	17,903	5,065.90			17,903	5,065.90
Perú	2,385,199	657,337.41	810,202	262,149.13	3,195,401	919,486.54
Portugal	4,651	1,789.00			4,651	1,789.00
España	237,121	181,971.72			237,121	181,971.72
Suiza	96	16.20			96	16.20
Estados Unidos ..	1,505,965	627,202.28	410,478	403,188.55	1,916,443	1,030,390.83
Uruguay	26,318	9,082.64	56,350	600.00	82,668	9,682.64
Venezuela			610	558.00	610	558.00
Litoral de Bolivia ..			8,782,323	1,142,048.89	8,782,323	1,142,048.89
Se ignora	780,999	391,645.80	2,309,765	882,328.34	3,090,764	1,273,874.14
Total	22,714,351	8,167,472.84	53,614,446	18,037,644.04	76,328,797	25,205,116.88

Un resumen general de las importaciones muestra que fueron como sigue:

	Cantidad.	Valor.
	<i>Kilos.</i>	<i>Bolivianos.</i>
Mercederías	20,035,529	5,970,835.00
Bebidas	2,469,710	751,457.49
Drogas	134,295	139,054.12
Artículos varios	83,317	1,290.33
Animales vivos		301,835.00
Total	22,714,351	7,167,472.84

Un resumen de las exportaciones muestra que fueron como sigue:

	Bolivianos.
Productos minerales	11,556,593.82
Productos de la agricultura	6,073,309.14
Productos de las manufacturas	222,965.35
Ganado y productos de ganadería	154,736.70
Productos varios	330,039.03
Total	18,037,644.04

Otro análisis de estos productos según su procedencia da el resultado siguiente:

	Bolivianos.
Territorio nacional de colonias	5,393,703.27
Departamento de Potosí	5,489,708.02
Departamento de Oruro	5,230,720.84
Departamento de La Paz	1,724,955.94
Departamento de Chuquisaca	112,324.10
Departamento de Cochabamba	77,083.63
Departamento de Santa Cruz	87,544.80
Departamento de Tarija	11,603.44
Total	18,037,744.04

Las exportaciones en el semestre, arregladas por artículos, fueran como sigue:

Artículos.	Valor.	Artículos.	Valor.
	<i>Bolivianos.</i>		<i>Bolivianos.</i>
Plata.....	6,419,888.06	Lazos y reatas.....	2,927.00
Estañó.....	3,998,033.10	Tejidos diversos.....	2,879.60
Cobre.....	650,103.30	Ropa hecha.....	2,072.70
Bismuto.....	441,214.95	Monturas.....	1,854.00
Borato de cal.....	13,325.00	Calzado.....	1,584.40
Plomo.....	12,457.71	Chocolate.....	1,382.80
Oro.....	11,490.00	Quesos.....	1,153.50
Minerales varios.....	6,500.00	Cigarrillos.....	1,041.00
Antimonio.....	3,025.80	Sombrosos diversos.....	806.50
Loza.....	370.00	Herrajes.....	418.00
Wolfram.....	207.00	Pellones de lana.....	361.20
Cobalto.....	108.90	Dulces surtidos.....	320.00
Goma elástica.....	5,802,269.45	Cobre manufacturado.....	232.00
Coca.....	136,478.30	Hijares.....	186.00
Quina.....	67,574.04	Jabones.....	132.00
Café.....	58,982.19	Jaboncillos de olor.....	90.65
Tabaco.....	2,883.02	Chalanas.....	58.20
Harina de maíz.....	1,902.44	Escobas con cabo.....	56.00
Palillo.....	1,383.00	Cueros de res.....	67,892.30
Cacao.....	645.00	Ganado vacuno.....	28,176.00
Maíz.....	490.60	Pieles de cabra.....	22,007.60
Muku.....	287.00	Pieles de chinchilla.....	20,340.00
Chufó.....	123.60	Lana de oveja.....	10,673.80
Orégano.....	102.00	Lana de alpaca.....	3,885.00
Matico.....	68.50	Ganado lanar.....	1,400.00
Ají.....	29.00	Lana de vicuña.....	206.00
Inciensó.....	28.00	Pieles de tigre.....	72.00
Goma arábica.....	20.00	Pieles de vicuña.....	64.00
Quinua.....	18.00	Pieles de alpaca.....	20.00
Maní.....	16.00	Oro sellado.....	20,228.57
Plata sellada.....	171,992.60	Coto.....	3,780.00
Colchas de vicuña.....	17,683.00	Muebles y equipajes.....	2,934.00
Suelas.....	4,971.40	Varios.....	1,394.46
Medias de lana.....	4,046.00	Mercaderías de ultramar.....	1,336.00
Vinos y licóres.....	3,599.80	Nogal viejo.....	366.00
Hierro manufacturado.....	3,107.00		

DERECHOS DE EXPORTACION.

Según un extracto de las leyes vigentes, publicado en la "Revista Comercial é Industrial" de La Paz, el erario cobra los siguientes impuestos sobre la exportación de productos bolivianos.

PLATA.

Sobre la exportación de pastas se cobra 50 centavos por marco.

Sobre exportación de minerales se cobra el impuesto con arreglo á la siguiente escala:

	Centavos.
De 1 á 50 marcos por cajón.....	por marco... 30
De 51 á 100 marcos por cajón.....	do... 35
De 101 á 150 marcos por cajón.....	do... 40
De 151 á 200 marcos por cajón.....	do... 45
De 201 á 250 marcos por cajón.....	do... 50
De 251 á 300 marcos por cajón.....	do... 55
De 301 á 350 marcos por cajón.....	do... 65
De 351 á 500 marcos por cajón.....	do... 75

Los sulfuros, ejes ó régulos beneficiados en el país, pagan 40 centavos.

Las pastas que se internan á la Casa de Moneda no están sujetas al pago de impuestos.

COBRE—ESTAÑO—BISMUTO.

El impuesto sobre su exportación es como sigue:

	Bolivianos.
Barrilla de cobre	por 46 kilos.. 1.00
Estaño en barra.....	do..... .80
Bismuto.....	do..... 2.50

GOMA.

Paga el impuesto de exportación en esta forma:

	Bolivianos.
Goma fina.....	por kilo.. 0.16
Goma ordinaria ó Sernamby.....	do..... .10
Cauchú	do..... .08

Exceptúase la goma que se extrae de la Provincia de Velasco, Departamento de Santa Cruz, que paga así:

	Bolivianos.
Goma fina.....	por kilo.. 0.12
Goma ordinaria ó Sernamby.....	do..... .06

BRASIL.

EL NUEVO VAPOR AMAZONAS.

El vapor más grande que jamás ha navegado en el Támesis y en el Canal de Saverna, en Inglaterra, lo botó al agua en Bremescombe, Stroud, una casa constructora de buques. Á este vapor se le puso el nombre de "Islandia" y se destina al transporte de carga y pasajeros en el río Amazonas. Este buque es de acero y de hélice, tiene 72 pies de largo, y una capacidad total de 1,400 pies cúbicos. Dos camarotes, que tiene en la cubierta del combés, pueden alojar 12 personas. El buque se maneja desde la cubierta de paseo por medio de un engranaje poderoso. Está provisto de aparatos especiales para sacar el agua que pueda entrar en el casco durante los huracanes que suelen tener lugar en el Amazonas.

REGLAMENTO CONSULAR.

El día 19 de febrero de 1902, el Ministro de Relaciones Exteriores, envió una circular á los Cónsules brasileros, llamando su atención hacia el Reglamento consular que exige que se den informes anuales y trimestrales sobre el comercio y la navegación entre el Brasil y los países extranjeros. En la circular se expresa que muchos Cónsules, no envían estos informes, y algunos que efectivamente lo han hecho, no los preparan de acuerdo con el Reglamento consular ó no los envían dentro del plazo prescrito. Los informes trimestrales deben darse el día 1° del segundo mes del trimestre siguiente, á más tardar. En las tablas de importaciones y exportaciones agregadas á estos informes, el

valor de las mismas deberá expresarse en la moneda corriente del Brasil y el del país de origen, y deberá compararse con el del trimestre anterior.

Los informes anuales deberán presentarse antes del 31 de mayo. Dichos informes han de contener una relación detallada del comercio y la navegación entre el Brasil y otros países, y deberán prepararse en conformidad con los artículos 273 y 275 de las leyes consulares. Los Cónsules, en sus informes anuales, deberán hacer un resumen de sus principales actos oficiales relativos al comercio y la navegación, y dar también todas los informes posibles dar relacionados con la inmigración y colonización.

UNA CERVECERÍA EN PARÁ.

El Señor Don ANTONIO BEZERRA, Miembro Correspondiente Honorario de la Oficina de las Repúblicas Americanas en Pará, anuncia desde dicho lugar que un sindicato francés ha obtenido la concesión que se le había hecho á una Compañía organizada en Pará para llevar á cabo el establecimiento de una cervecería. Los trabajos de esta ya están muy adelantados, y el expresado sindicato espera que en septiembre de 1902 esté trabajando. Se espera, asimismo, que esta cervecería realizará pingües ganancias dentro de poco tiempo. Las acciones que se vendieron á 10 milreis cuando la Compañía se organizó, se venden en la actualidad á 50 milreis, y se cree que llegarán á venderse á 100 milreis tan luego como todo esté terminado.

COLOMBIA.

AUMENTO EN LA TARIFA POSTAL.

Según decreto número 157 bis, de 29 de enero último, regirá desde el 1 de marzo de 1902, una nueva tarifa para el servicio con los países de la Unión Postal Universal:

Cartas francas, 20 centavos, por cada 15 gramos ó su fracción; las dirigidas al Ecuador y Venezuela por vía de Ipiales ó de Cúcuta, ó cualquiera otra que no sea puerto marítimo, 10 centavos; cada tarjeta postal sencilla, 5 centavos; tarjetas postales dobles ó de respuesta pagada, 10 centavos; impresos, 4 centavos por cada 50 gramos ó su fracción (no se admiten paquetes que pesen más de 2,000 gramos, ó que tengan por alguno de sus lados una dimensión de 45 centímetros, ó que estén acondicionados de manera que no puedan examinarse sin romper las cajas ó cortar las cuerdas); muestras, 6 centavos por cada paquete que pese de 1 á 50 gramos, y de ahí en adelante, 4 centavos por cada 50 gramos ó fracción (no se admiten objetos que tengan valor comercial alguno y que pesen más de 350 gramos, ó que tengan más de

20 centímetros de largo y 10 de espesor ó ancho); papeles de negocios, 12 centavos por cada paquete que pese de 1 á 50 gramos, y de ahí en adelante, á razón de 4 centavos por cada 50 gramos ó fracción; los pliegos de autos en asuntos civiles y criminales son considerados como papeles de negocios, y no se admiten paquetes que pesen más de 2,000 gramos, ni que tengan por alguno de sus lados una dimensión mayor de 45 centímetros; derechos de recomendación, comprendido el derecho de un recibo de depósito, sea cual fuere su clase, peso ó dimensión, 20 centavos por cada objeto; derechos de aviso de recibo, 10 centavos por cada objeto recomendado.

La correspondencia para los países extraños á la Unión Postal Universal paga: cartas francas, por cada 15 gramos ó fracción, 50 centavos; tarjetas postales no se admiten; impresos, 10 centavos por cada 50 gramos ó fracción; muestras, 10 centavos de 1 á 50 gramos, y de ahí en adelante, 4 centavos por el mismo peso (no se admiten objetos que tengan valor comercial y que pesen más de 350 gramos ó que tengan más de 20 centímetros de largo y 10 de espesor ó ancho); papeles de negocios, 15 centavos de 1 á 50 gramos, y de ahí en adelante, á razón de 4 centavos; pliegos de autos en asuntos civiles y criminales, considerados como papeles de negocios (no se admiten paquetes que pesen más de 2,000 gramos ni que tengan por alguno de sus lados una dimensión mayor de 45 centímetros); derechos de recomendación, comprendiendo el derecho de un recibo de depósito, sea cual fuere su clase, peso ó dimensión, 20 centavos por cada objeto (no se admite ninguna clase de correspondencia que no esté porteadada totalmente).

La correspondencia del interior pagará: cartas francas, 10 centavos por cada 15 gramos ó fracción; tarjetas postales sencillas, 5 centavos; tarjetas postales dobles ó con respuesta pagada, 10 centavos; periódicos, 2 centavos por cada 50 gramos ó fracción; impresos, no periódicos, 4 centavos por cada paquete de 50 gramos ó fracción de ellos; papeles de negocios, 10 centavos hasta el peso de 50 gramos, y de ahí en adelante, 4 centavos; muestras, 5 centavos hasta 100 gramos, y de ahí en adelante, 4 centavos; derechos de recomendación, 20 centavos por cada paquete, sea cual fuere su precio, contenido ó dirección; derechos de aviso de recibo, 10 centavos por cada objeto recomendado; expedientes ó pliegos de autos en asuntos civiles, 10 centavos por cada 15 gramos ó fracción; valores declarados, 20 centavos desde \$10 hasta \$100; servicio postal férreo, 5 centavos por carta, sea cual fuere su peso, hasta la respectiva estación; servicio postal fluvial, 10 centavos por cada carta, sea cual fuere su peso hasta donde toquen los vapores.

Servicio urbano.—Cartas francas, 5 centavos por cada 15 gramos ó fracción; impresos de todas clases, 2 centavos por cada 50 gramos ó fracción.

Por servicio de apartado se depositarán al tomar la cajilla y recibir las llaves, \$15; derechos de uso con cerradura, mensuales, \$1; derechos

de uso sin cerradura, \$0.50. El derecho debe pagarse anticipadamente, y se cuenta del primero al último de cada mes.

CAMBIOS EN EL ARANCEL DE ADUANAS.

Según informe transmitido al Departamento de Estado de los Estados Unidos de América por el Señor OSCAR MALMROS, Cónsul de los mismos en Colón, informe que lleva la fecha de 25 de marzo de 1902, el Gobierno de Colombia ha dispuesto que se haga un recargo de 50 por ciento á los derechos de importación aduadados por toda clase de mercancías, excepto el alcohol y el ron: ó en otras palabras, que el derecho de 20 por ciento ad valorem que hasta ahora estaba señalado por el Arancel se aumente á 30 por ciento.

El derecho sobre el ron y el alcohol ha sido reducido como sigue:

Por cada litro de alcohol de graduación que no pase de 42° del areómetro de Cartier, 50 centavos.

Por cada litro de alcohol de mayor graduación que 42° Cartier, 100 centavos.

Por cada litro de ron de graduación que llegue hasta 21° del mismo areómetro, 50 centavos.

Los derechos son pagaderos en moneda de plata.

El oro estaba á la fecha del informe á un premio de 150 por ciento.

RECARGO POR DEMORA DEL PAGO DE DERECHOS DE IMPORTACIÓN.

Por decreto No. 1016 de agosto de 1901, se dispone lo siguiente:

“ARTÍCULO ÚNICO. Toda cuenta por derechos de importación, cuyo valor no sea cubierto dentro de los ocho días que señala el artículo 146 del Código Fiscal, tendrá un recargo de 10 por ciento, que se tendrá como contribución de guerra, sin perjuicio del cobro de los intereses sobre el valor principal y sobre dicho recargo.”

ESTADOS UNIDOS.

COMERCIO CON LA AMÉRICA LATINA.

IMPORTACIONES Y EXPORTACIONES.

En la página 1211 aparece la última relación del comercio entre los Estados Unidos y la América latina, tomada de la compilación hecha por la Oficina de Estadística del Departamento de Hacienda de los Estados Unidos. Estos datos se refieren al valor del comercio arriba mencionando. La estadística corresponde al mes de marzo de 1902, comparada con la del mes correspondiente del año anterior, y también

comprende los datos referentes á los nueve meses que terminaron en marzo de 1902, comparados con igual período de 1901. Debe explicarse que la estadística de las importaciones y exportaciones de las diversas aduanas referente á un mes cualquiera, no se recibe en el Departamento de Hacienda hasta el 20 del próximo mes, necesitándose algún tiempo para su compilación ó impresión, de suerte que los datos estadísticos correspondientes al mes de marzo, por ejemplo, no se publican sino en mayo.

AUMENTO EN EL CONSUMO DEL ACEITE DE CARBÓN COMO COMBUSTIBLE.

En el diario de Nueva York titulado "New York Commercial" se publica una carta de San Francisco, fechada el 25 de abril de 1902, en que se dice que desde el mes de mayo de 1899 hasta aquella fecha, se habían concedido en la ciudad últimamente nombrada, 150 licencias para usar como combustible el aceite de carbón. Estas licencias se concedieron á diversas clases de personas, que estaban acostumbradas á consumir carbón de piedra en grandes cantidades, tales, por ejemplo, como dueños ó directores de establecimientos fabriles, administradores de empresas de ferrocarriles urbanos, ó de otra clase, dueños de hoteles, propietarios de edificios destinados para oficinas, etc. Cada establecimiento fabril de San Francisco, que anteriormente consumía 10 toneladas diarias de carbón de piedra, y muchos otros que consumían menos cantidad, están usando ahora con preferencia el aceite de carbón.

Este constante movimiento de ascenso se nota también en los ferrocarriles que recorren el Estado de California, en los botes de vapor que cruzan de una á otra las orillas de los ríos, puertos, etc., y en algunos casos en los vapores costeros, y no es improbable que andando el tiempo se use también este combustible para vapores destinados á hacer largos viajes. Se dice que el Japón está hoy usando aceite de carbón en algunas de las locomotoras del país. Una Comisión de peritos en el ramo, enviada á los Estados Unidos por el Gobierno japonés con el objeto de estudiar la formación geológica de los terrenos donde se encuentra este aceite y las condiciones generales de aquellos, se ocupa de descubrir si será ó no posible encontrar en el Japón formaciones análogas. Si no se encuentran, California encontrará en el Japón un buen mercado para disponer del excedente de su aceite de carbón.

En un Informe presentado á la Institución Británica de Arquitectos Navales se dice lo siguiente:

"Las cifras resultantes de la comparación, prácticamente hecha, entre el carbón de piedra y el aceite de carbón como combustible, acusan que 2 toneladas en peso de aceite de carbón equivalen á 3 toneladas en peso de carbón de piedra, y que 36 pies cúbicos de aceite equivalen á 67 de carbón de piedra, que es el volumen usualmente

almacenado en los barcos. De aquí resulta que si se efectuase el cambio en un buque de guerra en actual servicio, ó se le introdujese en el plan de alguno otro que esté en construcción, se notaría una gran ventaja.

“La necesidad de proteger el carbón que llevan los cruceros, sean cuales fueran las ventajas que de esa protección se deriven, desaparecerá con el uso de un combustible líquido, que podrá estar almacenado debajo de la línea de agua, si no todo, á lo menos en su mayor parte.

“El número de tripulantes tendría también que reducirse. Las dificultades con que siempre se tropieza al proveerse en el mar del combustible agotado, desaparecerían casi totalmente, porque el aceite de carbón puede ponerse á bordo de un buque de guerra, en alta mar, en tiempo bueno, sin trabajo extraordinario, valiéndose de bombas.

“Por otra parte, cuando se quema el combustible líquido en aparatos á propósito y bien acondicionados, no se produce humo alguno.

“El costo del combustible líquido resultó menor en el Oriente que el del carbón de Gales, cuando al precio de éste, en un puerto del Principado, se unieron los gastos de transporte y los derechos de pasaje por el canal de Suez.

“La gran ventaja comercial del combustible líquido consiste, sin embargo, realmente, en que permite por su menor volumen, mayor espacio para el cargamento. Si 3 toneladas de carbón de piedra ocupan el mismo espacio que 2 de aceite de carbón, resulta que un vapor de primera clase de los que atraviesan el océano podría recibir como 1,000 toneladas más de carga, disfrutando además de otras ventajas.

“La operación de tomar á bordo el aceite es también mucho más limpia que la de tomar el carbón. Puede además practicarse en menos tiempo.

“Los fuegos hechos con aceite no requieren las limpiezas que exigen los de carbón, y evitan en viajes ordinarios que se disminuya la velocidad. Muchas partes de un buque que hasta ahora se han tenido por inútiles, como no sea para lastrar con agua, ó para guardar una provisión de agua dulce, etc., y que no pueden en modo alguno usarse para carboneras, pueden servir con gran ventaja para depositar el aceite.”

El “Lloyd’s Register” ha publicado un Reglamento para el uso de los barcos que deseen adoptar para su consumo el combustible líquido.

SERVICIO DE VAPORES POR EL PACÍFICO.

Las mayores facilidades introducidas en el servicio de los vapores entre el puerto de San Francisco y los de las diferentes Repúblicas hispano-americanas que están al mismo lado de este hemisferio, han tenido por resultado como era natural que en el corto espacio de los dos últimos años, el comercio de la costa del Pacífico se haya cuadru-

plicado. Antes de 1901 las exportaciones de San Francisco para la América del Sur nunca pasaron, en valor, del término medio de \$500,000 por año; pero en 1901 las exportaciones se han elevado hasta el valor de \$2,000,000.

Las empresas de navegación estimuladas por este resultado han aumentado su actividad, y el resultado es que en el día se encuentran cinco compañías de vapores dedicadas al tráfico en la costa antedicha. La línea del Kosmos, que es alemana, tiene 25 grandes vapores, que dan viajes entre los principales puertos de México, Centro América y la América del Sur, y ciertos puertos de Italia y el de Hamburgo. La Compañía de Navegación por Vapor del Pacífico (*Pacific Steam Navigation Company*) tiene 38 grandes vapores, que viajan de San Francisco á todos los puertos hispano-americanos del lado del Pacífico. La Compañía Sudamericana de Vapores hace el servicio entre San Francisco y Valparaíso, tocando en puertos intermedios. La nueva línea inglesa-americana (*British-American Line*) tiene vapores entre San Francisco y El Callao, haciendo escala en los puertos intermedios. Y hay además la antigua y conocida Compañía de la Mala del Pacífico (*Pacific Mail Company*), que hace el servicio á lo largo de aquella costa.

GUATEMALA.

DECRETO ESTABLECIENDO IMPUESTOS SOBRE EL AZÚCAR.

PALACIO DEL PODER EJECUTIVO,
Guatemala, 26 de febrero de 1902.

El Presidente Constitucional de la República acuerda:

Que como lo establece la Tarifa de Aduanas, en la forma dispuesta para percibir los derechos de importación, el azúcar que del exterior se introduzca al país por las Aduanas marítimas ó Receptorías fronterizas, pague los siguientes derechos, desde el día 1º del próximo mes de marzo, salvo en los casos en que por tratados recíprocos, esté declarada libre de derechos su importación.

Azúcar:	Kilo.
Mascabado ó panela.....	peso bruto.. \$0.05
Sin refinar, de todas clases.....	do..... .10
Refinado.....	do..... .20

Comuníquese.

ESTRADA C.

El Secretario de Estado en el Despacho de Hacienda y Crédito Público:

GUILLERMO AGUIRRE.

HONDURAS.

PRESUPUESTO GENERAL DE INGRESOS Y EGRESOS PARA EL AÑO ECONÓMICO DE 1902 Á 1903.

INGRESOS.	
Renta aduanera	\$1,100,000.00
Renta de aguardiente	80,000.00
Renta de licores	800,000.00
Renta de pólvora	25,000.00
Papel sellado y timbres	80,000.00
Impuesto pecuario	31,000.00
Ramo de correos	24,000.00
Línea telegráfica y cable	64,000.00
Papel de aduanas	16,000.00
Impresos	1,000.00
Extracción de ganado	60,000.00
Extracción de productos	20,000.00
Lotería y muelle	223,500.00
Producto de tierras	5,000.00
Imprenta y encuadernación	4,000.00
Montepío	3,500.00
Casa de Moneda	1,000.00
Escuela de Artes	3,000.00
Litografía	1,000.00
Producto de vapores	2,000.00
Ingresos eventuales	85,050.00
Total	2,629,050.00

EGRESOS.	
Departamento de Gobernación	\$432,622.00
Departamento de Justicia	142,420.00
Departamento de Hacienda	240,128.30
Departamento de Crédito Público	120,027.10
Departamento de Relaciones Exteriores	58,520.00
Departamento de Fomento	433,990.00
Departamento de Instrucción Pública	247,870.00
Departamento de Guerra	953,472.60
Total	2,629,050.00

MÉXICO.

MENSAJE DEL PRESIDENTE.

AL ABRIRSE EL CUARTO PERÍODO DE SESIONES DEL 20º CONGRESO DE LA UNIÓN EL 1º DE ABRIL DE 1902.

* * * * *

En lo que concierne á nuestras Relaciones Exteriores ha habido, en el período á que este Informe se refiere, acontecimientos extraordi-

narios, cuyo efecto ha sido la extensión de las relaciones amistosas entre México y las demás Repúblicas del Nuevo Mundo, así como la consolidación del buen crédito de nuestra patria.

Como estaba anunciado, la Conferencia Internacional Americana se reunió en esta ciudad el 22 de octubre último, y desde luego emprendió sus importantes labores, que se prolongaron hasta el 31 de enero. En ella tuvo parte muy activa la Delegación Mexicana, compuesta de nueve miembros, que supieron distinguirse por su inteligencia, laboriosidad y el tacto con que llevaron adelante, en cada caso, las instrucciones que oportunamente recibieron. De esos trabajos en particular, tomaréis conocimiento por las publicaciones que ya se han hecho, de las resoluciones, recomendaciones y tratados que parcialmente, en su mayoría, ó por unanimidad firmaron los Delegados á la Conferencia.

Se están ya, además, publicando las actas de las sesiones de dicha asamblea y el Diario de sus debates, todo ello en tres de las lenguas oficiales que se hablan en América. Lo que, sin duda, llamará especialmente vuestra atención entre esos importantes acuerdos, ninguno de los cuales carece de grave trascendencia, es el tratado de arbitraje obligatorio suscrito por los Delegados de nueve Repúblicas, ó sea la mayoría de las que á lo último se hallaban representadas en la asamblea; la adhesión á los principios proclamados en el justamente llamado Congreso de la Paz, reunido en El Haya en 1899, y la convención firmada por todos los Delegados para sujetar á un arbitraje los casos de reclamación de un gobierno por daños y perjuicios causados á sus nacionales. Este último convenio, que será remitido al Senado con los demás que importen obligaciones internacionales, tendrá notables consecuencias, siempre que sea ratificado por los principales Gobiernos cuyos representantes lo han suscrito.

El efecto general, con respecto á México, producido por la Segunda Conferencia Pan-Americana, no puede menos de ser favorable á las relaciones que nos ligan con las naciones de América y al buen nombre de nuestra República; y los esfuerzos que hizo el Gobierno General para recibir dignamente á las delegaciones respectivas, ayudado por los Gobiernos de algunos Estados, que en excursiones convenientemente arregladas fueron visitados por aquéllas, produjeron el fruto que se esperaba para dar á conocer á nuestro país y satisfacer los deseos de nuestros distinguidos huéspedes.

Decretada por el Congreso de los Estados Unidos de América la devolución á México del saldo de las reclamaciones fraudulentas de Weil y La Abra que aquel Gobierno había distribuido, nuestro Embajador en Wáshington recibió la suma correspondiente, tomada de aquel erario, que permanecía depositada en el Departamento de Estado desde que cubrimos el importe de ambas reclamaciones.

Se ha creído de alta conveniencia y por lo mismo se inicia el establecimiento de otra legación en Sud América, á fin de que haya dos, una

para las Repúblicas del Atlántico y otra para las del Pacífico, cuya residencia será alternativamente en Chile y el Perú.

Concluidos ya dos tratados de amistad y comercio, uno con el Paraguay y el otro con Bolivia, así como dos convenciones postales, la una con esta última nación y la otra con la República de Chile, se remiten esos convenios al Senado para los efectos constitucionales.

Á propuesta de la Legación de España, celebróse con esa nación un tratado de arbitraje obligatorio muy comprensivo y conforme al cual será el árbitro en cada caso, ó el tribunal internacional establecido en El Haya, ó bien un Presidente de una República hispano-americana. Dicho tratado y una convención también con España para facilitar la ejecución de los exhortos judiciales del uno al otro país, dispensando el requisito de las legalizaciones á documentos enviados por la vía diplomática, serán remitidos desde luego al Senado para su revisión constitucional.

* * * * *

Invitado el Gobierno de México para nombrar delegados que lo representaran en el Congreso Sanitario Internacional que se reunió en la Habana en el mes de febrero último, y aceptada desde luego la invitación, el Ejecutivo nombró una comisión que concurrió á aquella asamblea, en la que se ha llegado á conclusiones muy favorables para todos los países americanos en lo relativo á policía sanitaria internacional.

* * * * *

El Ayuntamiento de México continúa con empeño las obras emprendidas para el embellecimiento de la ciudad y mejora de algunos de sus servicios. Últimamente ha celebrado un nuevo contrato para la pavimentación de veinticinco calles más con lámina de asfalto; ha llevado á efecto la reconstrucción y ampliación de varios de los edificios destinados para mercados, y ha adquirido diversas fincas para la construcción de otros nuevos que el constante aumento de la población hace indispensables.

Las obras de saneamiento de la capital, á lo menos en la parte contratada con la Empresa, pueden darse por terminadas; pues apenas faltan algunas obras secundarias y de perfeccionamiento, que se concluirán dentro de algunos días.

* * * * *

La ley del notariado fué promulgada en diciembre último, después de una meditada elaboración, por los muchos y graves problemas que entrañaba el organizar tan interesante materia dentro de los principios y conceptos que le son propios. Al poner en práctica el precepto que ordena la incorporación del Registro de Hipotecas al Registro Público de la Propiedad, se presentaron serias dificultades originadas por la necesidad que había de llevar esa operación á cabo sin suspender el despacho ni lastimar los intereses del público. Á la fecha están ven

cidas esas dificultades, y tanto la institución del notariado como la Sección de Hipotecas siguen un curso fácil.

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El Ejecutivo ha recibido formal invitación para que México esté representado en el próximo Congreso Internacional de Americanistas que ha de efectuarse en Nueva York en octubre próximo, y en el décimo-cuarto Congreso de Medicina que ha de tener efecto en Madrid, en abril del año venidero. Una y otra de estas invitaciones han sido aceptadas, y oportunamente se nombrarán representantes oficiales, para continuar realizando el propósito de estrechar los vínculos intelectuales que México tiene con otros países.

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De acuerdo con las leyes que rigen la propiedad industrial, se expidieron doscientas treinta y una patentes de invención, y se declaró el registro de ciento cuatro marcas de fábrica y de comercio.

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Aceptada la invitación que se hizo á la República para su concurrencia al Certamen Internacional que ha de celebrarse en San Louis, Missouri, se ha dado principio á los trabajos relativos.

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El desarrollo de la minería se patentiza constantemente por el mayor número de minas que se titulan y por el establecimiento de nuevas haciendas metalúrgicas.

En el primer semestre del presente año fiscal se expidieron mil ochocientos treinta y siete títulos que amparan una superficie de veintinueve mil noventa y cinco hectáreas, esto es, hubo un aumento de más de ciento por ciento con respecto á igual período del año de mil novecientos á mil novecientos uno.

Se celebraron contratos para el establecimiento de haciendas metalúrgicas en el Distrito de Zimapam del Estado de Hidalgo y en el del Fuerte de Sinaloa.

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Se han celebrado contratos para el aprovechamiento de aguas en riego y como fuerza motriz en los ríos de Sabinas en Coahuila, Pesquería Chica en Nuevo León, Blanco en Veracruz, Moctezuma en Hidalgo, Turbio en Guanajuato y Soto la Marina en Tamaulipas.

La explotación de terrenos nacionales se contrató en la Isla de Santa Margarita y en una zona del Estado de Tabasco, lo mismo que la extracción de concha-perla en la Islas del Espíritu Santo y Cerralvo y en las costas de la Baja California, y la pesca en los Esteros "Vázquez" y "Ostiones" en la costa del Pacífico.

Fueron terminadas y aprobadas las obras hidráulicas construidas por la Compañía "La Aurora" para aprovechar como fuerza motriz las aguas del río de Cuautitlán.

Comienzan á expedirse permisos para la exploración del subsuelo, en busca de fuentes de petróleo.

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En el primer semestre del presente ejercicio fiscal, hubo en el ramo de correos el siguiente movimiento:

Se crearon cuatro administraciones locales, dos sucursales y cuarenta y cinco agencias; siendo por consiguiente dos mil ciento treinta y tres el número de oficinas postales existentes.

Las correspondencias de todas clases han aumentado considerablemente. El movimiento en el primer semestre de este año ha sido de setenta y cuatro millones de envíos, contra setenta y dos millones en el mismo período del año anterior.

Los giros postales interiores ascendieron á dieciseis millones de pesos, contra doce millones en igual período del año anterior.

Los giros postales cambiados entre México y los Estados Unidos, tuvieron un aumento de treinta y siete por ciento sobre el resultado del primer semestre del año fiscal anterior, ó sea un movimiento de trescientos cincuenta y dos mil pesos. De esta cantidad corresponden doscientos cincuenta y dos mil á los giros expedidos en México y ciento dos mil á los girados por los Estados Unidos.

Los productos generales del ramo ascendieron á un millón ciento cincuenta y seis mil pesos y en el período de comparación un millón treinta y nueve mil pesos; aumento de once un cuarto por ciento.

Acerea del ramo de telégrafos, debo informar que se han construido doscientos dieciocho kilómetros de línea; se han cambiado ciento ochenta y cinco de hilo de hierro por de bronce, y se ha hecho una instalación completamente nueva de los hilos federales en las calles de esta capital; habiéndose emprendido, además, una formal reparación de toda la red, para lo cual se han empleado toneladas de alambre de hierro y más de diez de hilo de bronce.

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La situación económica del país sigue mejorando visiblemente, y no tardarán en desaparecer las últimas huellas del malestar que en ciertos ramos de la producción nacional se hizo sentir el año pasado.

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Nuevas concesiones para el establecimiento de instituciones de crédito se han otorgado en este último período. El Estado de Chiapas tiene ya un primer banco de emisión que ha comenzado sus operaciones, y se ha firmado la concesión para otro en el Estado de Hidalgo. Con estas dos entidades federales, son ya dieciocho las que poseen bancos de emisión.

La Compañía del Ferrocarril de Mérida á Valladolid, con ramal á Progreso, obtuvo del Gobierno una concesión para establecer almacenes generales de depósito en el puerto de Progreso.

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Señores DIPUTADOS y SENADORES: Los principales hechos que os acabo de reseñar demuestran que el país continúa en su marcha progresiva, sin dejar por eso de encontrar, como acontece á la humanidad entera, momentáneos tropiezos que retardan sus adelantos. Habreis también notado que el Ejecutivo no desmaya en sus esfuerzos por facilitar ese movimiento civilizador, procurando mejorar en todos sus ramos la administración pública. El impulso debió partir como ha partido, sin duda, del seno del mismo pueblo, animado por la confianza que inspira la paz y el imperio de la ley; mas al Gobierno le corresponde sostenerlo y ayudarlo en la esfera de sus facultades con todos sus elementos, entre los cuales descuella por su eficacia, la suma y bienhechora influencia de sus legisladores.

EL CULTIVO DEL ARROZ.

El cultivo del arroz ha aumentado muy considerablemente en el Estado de Colima. La producción de 1901 fué de 2,484,000 kilogramos, 2,484 toneladas, que alcanzó un precio de \$10, por término medio, en carga de 138 kilos, lo que representa un valor de \$180,000. En las distintas siembras de arroz establecidas en el Estado, están empleados cerca de 3,000 trabajadores, con un salario que varía entre 25 y 35 centavos al día. Gran parte del arroz de Colima es exportado por el puerto de Manzanillo para San Francisco y otras ciudades de la costa occidental americana.

LOS CUEROS SIN CURTIR.

La exportación de cueros sin curtir de México á los Estados Unidos y Francia ha hecho decrecer tanto la existencia para el consumo local, que los traficantes de la República experimentan grandes dificultades para proveerse de los necesarios para sus respectivas industrias. Como consecuencia de esto, su precio ha subido rápidamente en los mercados de México, Guadalajara, Mazatlán, Chihuahua y Tampico.

Los manufactureros de arneses y otros artículos por el estilo se quejan de la escasez y alto precio de los cueros, y unánimemente atribuyen esto á la exportación.

IRRIGACIÓN EN EL ESTADO DE SONORA.

La Secretaria de Fomento ha celebrado un contrato con el Sr. ANGEL ALMADA, para el aprovechamiento, para riego, de las aguas del río Mayo del Estado de Sonora. En virtud de dicho contrato, el concesionario queda autorizado para aprovechar, con el fin indicado, hasta la cantidad de 10,000 litros de agua por segundo de la expresada corriente, en el trayecto de río comprendido entre un punto llamado "Tierra colorada" y cinco kilómetros hacia arriba de este.

Se otorgan al concesionario las franquicias ordinarias en contratos de esta naturaleza.

SALVADOR.

CAMBIOS EN EL ARANCEL DE ADUANAS.

1. Acuerdo de 18 de octubre de 1901 aclaratorio del decreto de 17 de Mayo de igual año relativo á los sacos que contengan café.

“Habiendo ocurrido dudas con respecto al decreto legislativo de 17 de Mayo de 1901, en que se declara que los sacos que contengan café para la exportación no pagarán derechos ni impuesto alguno, el Poder Ejecutivo, por vía de aclaración, ha acordado: El impuesto de exportación de café se cobrará en las aduanas sobre el peso neto del expresado artículo, y para el efecto los administradores deducirán del peso bruto total el de dos y media libras por cada saco.”

2. Acuerdo de 19 de octubre de 1901 fijando el aforo aplicable á la pita floja de lino ó cáñamo para zapateros:

“Por el presente se acuerda asignar á la pita de lino ó cáñamo para zapateros el aforo de treinta centavos el kilogramo, agregando dicho artículo al No. 21 de la ley respectiva.”

3. Acuerdo de 23 de octubre de 1901 fijando el aforo aplicable á la harina de centeno:

“Por el presente se acuerda asignar el aforo de dos centavos por kilogramo á la harina de centeno, que no está denominada en la tarifa vigente, y agregar dicho artículo al No. 57 de la misma ley.”

3. Acuerdo de 23 octubre de 1901 fijando el aforo aplicable á los calcetines de hilo de Escocia ó sus imitaciones:

“Por el presente se acuerda asignar á los calcetines de hilo de Escocia ó sus imitaciones, que no están denominados en la tarifa vigente, el aforo de un peso cincuenta centavos el kilogramo, agregando dicho artículo al No. 14 de la ley citada.”

5. Acuerdo de 23 de noviembre de 1901 fijando al aforo aplicable á los abanicos ó ventiladores eléctricos:

“Por el presente se acuerda agregar los abanicos ó ventiladores eléctricos, que no están denominados en la tarifa al No. 315 de aquella ley y asignarles el aforo de treinta centavos por kilogramo.”

6. Acuerdo de 1° de enero de 1902 concediendo franquicia temporal de derechos al maíz y á los frijoles

“Por el presente acuerdo se declara libre de derechos ó impuestos, durante un año, la introducción del maíz y de los frijoles que se necesitan para el consumo, incluyendo en dicha exención la cuenta de almacenaje.”

7. Acuerdo de 8 de enero de 1902 modificando el aforo aplicable á las cajitas cilíndricas de madera para ungüentos.

“Por el presente se acuerda asignar á las cajitas cilíndricas de madera para ungüentos el aforo de *quince centavos* cuando sean ordinarias, hechas á torno y sin ningún barniz.”

LOS TELÉGRAFOS Y TELÉFONOS.

En el año 1900 según un extracto del informe de 1901 funcionaron 117 oficinas telegráficas en toda la República; en 1901 hubo un aumento de 21 oficinas. El 31 de diciembre funcionaban 138.

Las oficinas telefónicas en 1900 fueron 49, que con el aumento de 12 habido el año próximo pasado, da, en suma, 61 oficinas telefónicas en el país.

Las 199 oficinas de telégrafos y teléfonos fueron servidas por 433 empleados.

La red telegráfica en 1900 medía 2,029 millas, que con el aumento de 69 millas instaladas en 1901, dan 2,098 millas.

La red telefónica en 1900 medía 959 millas, á las que se aumentaron, en 1901, 75 millas, lo que da 1,032 millas de red telefónica actuales.

Las redes telegráfica y telefónica juntas, miden 3,130 millas.

En las 61 oficinas telefónicas funcionan 282 aparatos oficiales y 202 para particulares.

Fueron transmitidos durante el año 1901, 232,819 telegramas oficiales, con valor de \$118,524.37 y 397,310 telegramas de particulares, pagados, con valor de \$79,049.18.

El producto de cablegramas transmitidos por los telégrafos nacionales fue de \$66,797.28, de los cuales tocaron á la compañía \$62,782.04 y al Gobierno le quedó á su favor un sobrante de \$4,015.24.

El cuadro siguiente demuestra el movimiento de caja habido durante el año próximo pasado en la Dirección de teléfonos y telégrafos.

Producto de telegramas pagados.....	\$79,049.18
Producto de teléfonos pagados.....	35,465.77
Producto de multas.....	448.21
Mobiliario y útiles.....	200.00
Cables del Gobierno.....	14,572.42
Idem de particulares.....	51,601.86
Producto de registros y direcciones incompletos.....	623.00
Total.....	181,960.44
Telegramas oficiales.....	118,524.37
Teléfonos oficiales.....	43,921.93
	<hr/>
	344,406.74
Sueldos y gastos.....	325,444.99
	<hr/>
Balance el 31 de diciembre.....	18,961.75

URUGUAY.

MARCAS DE FÁBRICA Y DE COMERCIO Y PATENTES DE INVENCIÓN.

La renta del año 1900 fué de \$7,835, que corresponden á 86 marcas, 12 privilegios y 17 transferencias concedidas.

La del año 1901 acusa un exceso de 365 sobre la del año anterior, correspondiendo la cifra de \$8,200 alcanzada, á 101 marcas, 13 privilegios y 18 transferencias.

Como se ve, el aumento habido no es importante. Mientras no se reforme la ley vigente moderando convenientemente la tasa de estos impuestos, siempre habrá retraimiento de parte del comercio y de las industrias, sobre todo de los pequeños negocios, en crear y hacer registrar las marcas y distintivos de sus respectivos giros.

Desde hace dos años se halla á estudio de una Comisión especial nombrada por el Gobierno un proyecto de reformas á la ley vigente, en que se tratan, entre otros, los puntos capitales de las rebajas de los derechos, la patente preventiva para facilitar el esfuerzo del pequeño industrial ó comerciante, hacer obligatorio el registro de las marcas extranjeras en un plazo prudencial, y el procedimiento más sumario para evitar que los falsificadores ó imitadores burlen la acción tardía de la justicia ordinaria, que aplicando los actuales procedimientos generales no reprime suficientemente la estafa habilidosa.

Convendría que la Comisión nombrada activase sus estudios, pues existe urgencia en llevar á la práctica esas reformas ú otras semejantes que son de verdadera utilidad pública.

La interpretación caprichosa, que dan á menudo los corredores ó intermediarios á la ley de 1887 en lo relativo al registro de marcas extranjeras, ha dado origen á más de una resolución del Poder Ejecutivo encaminada como la de fecha de 14 de junio de 1901, á amparar derechos legítimamente adquiridos que no es tolerable sean burlados á la sombra de maquinaciones puestas en juego por la industria de los que crean á su arbitrio marcas extranjeras ó disfrutan fraudulentamente de las que pertenecen á su verdadero dueño.

Por ese decreto, que es lústima sea poco conocido, se dispone con carácter de generalidad que una marca extranjera sólo puede registrarse en el país como tal, exhibiéndose el correspondiente certificado de registro en el país de origen.

En efecto, la ley de 1887 clasifica las marcas de fábrica y de comercio en nacionales y extranjeras. Para determinar las primeras, basta el conocimiento del giro del solicitante, ya que el registro de una marca es un acto comercial que sólo incumbe á las personas que invisten la calidad de comerciante; pero para acreditar la condición de las segundas,

como éstas (las marcas extranjeras) se consideran existiendo en el país de origen y es en tal concepto que se traen á registro aquí, surge la necesidad de probar su existencia legal con el único documento que puede constituir medio probatorio á ese efecto competente del país de procedencia.

Cualquiera otra interpretación de la ley sólo serviría para amparar el fraude, que en este caso consiste en la creación ad libitum de marcas extranjeras que con propósitos de especulación ingeniarían en nuestra plaza personas de todo punto ajenas á la profesión comercial.

El requisito exigido dimana necesariamente de la economía misma de la ley y tendrá la virtud de impedir trabajadas contenciones.

Otras resoluciones importantes, que han complementado la obra de la anterior, son las que han puesto en orden todo lo que se refiere á la forma de acreditar la personería invocada por apoderados de pretendidos propietarios de marcas y privilegios extranjeros. En observancia de la buena fe se ha resuelto en diversas ocasiones que los poderes deben venir en forma con todos los requisitos usuales para su inscripción en el Registro General de Poderes.

MINAS DE LA REPÚBLICA.

El Ministerio del Interior suministró al Cónsul de los Estados Unidos de América en Montevideo, los interesantes datos estadísticos que se ponen á continuación, relativos á las minas de oro del Uruguay en 1899, 1900, y 1901.

De las minas Rivera se sacó mineral en 1899 en cantidad de 5,119 toneladas, de las que se extrajeron 61,336 kilogramos, ó 139 libras y dos décimos de oro puro, representando un valor de \$7,500.26.

En 1900 se beneficiaron 7,345 toneladas de mineral de cuarzo, de las que se extrajeron 71,234 kilogramos ó 157 libras, 4 décimos de oro puro.

En 1901 el mineral beneficiado fué 7,183 toneladas, que rindieron 71,946 kilogramos ó 158 libras y 6 décimos de oro puro.

El procedimiento en uso para el beneficio es el denominado del cianuro, con el cual se obtienen hoy mucho mejores resultados que en tiempos anteriores.

Las minas son pequeñas, y en las más de ellas el metal está en la superficie. De los ensayos y experimentos que se han hecho hasta ahora, en doce de las que están en mejor estado de explotación, resulta que el rendimiento varía de 6 gramos y 75 centigramos (104 granos y 15 décimos), á 30 gramos y 79 centigramos (475 granos) de oro por cada tonelada de mineral.

En 1901 se hicieron 25 nuevos denuncios.

Se ha observado que en muchas de estas minas hay deficiencia de agua, y de ahí proviene en ocasiones considerable retardo en los trabajos.

El Gobierno recibe un tanto por ciento de todo el oro que se extrae.
 Toda la maquinaria y utensilios de que se hace uso en estas minas se recibe de Francia.

VENEZUELA.

DERECHOS DE IMPORTACIÓN SOBRE EL PAPEL.

El Sr. PLUMACHER, Cónsul de los Estados Unidos de América en Maracaibo, remitió al Departamento de Estado en Washington, con fecha 15 de marzo de 1902, la traducción de dos decretos relativos á los derechos de importación á que está sujeto el papel. Por el primero de ellos se dispone que el papel de seda importado en hojas de 49 centímetros de largo por 36 de ancho, que se usa para copiadore de cartas, etc., se ponga en la clase N.º 3 del arancel, que paga á razón de 0.25 bolívares por kilogramo. Por el segundo se manda que el papel que se designa en la clase N.º 3 del arancel como "no especificado," sea incluido, si es que lleva impreso ó litografiado algún nombre, sin que obste que se le haya importado para uso particular ó privado, en la clase N.º 5, devengando como efecto de escritorio, á razón de 1 bolivar y 25 céntimos por kilogramo.

RENDIMIENTOS ADUANEROS DE CARÚPANO.

La Aduana de Carúpano produjo en el semestre de julio á diciembre de 1901, la suma de 535,445.24 bolívares por los siguientes conceptos:

	Bolívares.
Por importación.....	344,562.71
Por bultos postales.....	1,715.05
Por multas.....	1,592.40
Por remates.....	2,349.60
Por intereses.....	127.04
Por papel sellado.....	2,470.05
Por impuesto de minas.....	3,117.74
Total.....	355,934.29
Mercancías exoneradas para la Compañía Minera de Azufrales y el Consejo Municipal.....	172,007.60
Total.....	527,941.89
Por exportación.....	7,503.35
Total.....	535,445.24

IMPUESTOS.

En el Estado Sucre se han creado los siguientes impuestos, con carácter de transitorios:

Dos bolívares por cada 50 kilos de cacao que se embarquen para el exterior por los puertos del Estado.

Tres bolívares por cada 50 kilos de harina de trigo que se introduzcan de los Estados Unidos del Norte ó de Europa.

Cinco bolívares por cada carga de aguardiente de caña, de 80 botellas, que produzcan los alambiques del Estado ó que se ofrezcan al consumo.

Estos impuestos comenzaron á regir desde el 23 de marzo.

PRODUCCIÓN DE CORCHO EN EL MUNDO.

Según un periódico oficial francés, la producción anual de corcho en el mundo asciende casi á 1,000 toneladas, y la suministran exclusivamente Portugal, España, Francia, Italia, Argelia, Túnez y Marruecos.

Debido á la falta de datos exactos sobre este asunto, resulta difícil determinar—siguiera sea aproximadamente—el área precisa del terreno que comprenden los árboles de corcho que existen en los países mencionados. Sin embargo, se sabe que los bosques donde con mayor ó menor abundancia se encuentran dichos árboles, comprenden un área como de 600,000 hectáreas en Portugal, 426,000 en Argelia, 300,000 en España, 143,000 en Francia, 82,000 en Túnez y 80,000 en Italia. También puede asegurarse que más de la mitad de los bosques de corcho que se explotan realmente se encuentran en Francia, Argelia y Túnez. Estos bosques se componen principalmente de robles de corcho mezclados con robles de pino y robles verdes. Sin embargo, en la Kroniniria oriental todavía se encuentran importantes bosques vírgenes de árboles de corcho que si se explotaran aumentarían considerablemente la producción.

La demanda de corcho se aumenta constantemente, y no cabe duda de que por mucho que la producción se aumente, en seguida encontrará compradores, sobre todo las mejores clases de corcho. En la actualidad, Francia, el Reino Unido, Alemania, Rusia y los Estados Unidos absorben como un 85 por ciento de la cantidad total que se consume anualmente en el mundo.

Alemania, Rusia y los Estados Unidos imponen derechos prohibitivos á la entrada de artículos manufacturados con este material, en tanto que el corcho sin manufacturar entra casi libre de derecho. El Reino Unido es el único país que no le impone ningún derecho al corcho en bruto ni manufacturado, por más que este último lo suministran, en gran parte, Francia, España y Portugal. En 1900 este último país exportó 5,916,000 de libras de corcho á Inglaterra.

España lo exporta principalmente manufacturado. Cataluña suministra corchos para el vino de Champaña de superior calidad, cuyo precio varía de 157 á 165 francos por millar.

El corcho portugués parece ser inferior al de la costa del Mediterráneo.

El corcho africano ya no tiene la mala reputación que antes tenía, y las muestras que se exhibieron en París en 1900 disiparon la mala impresión que había contra él.

BIBLIOGRAFÍA.

En esta sección del Boletín Mensual se tratará de los libros y folletos enviados á la Oficina de las Repúblicas Americanas, que se refieren á asuntos relacionados con los países de la Unión Internacional de Repúblicas Americanas.

Uno de los folletos valiosos é interesantes que el Gobierno Mexicano publicó durante la reciente Conferencia Internacional de las Repúblicas Americanas fué el que lleva el título de *A Brief Sketch of the Drainage Works of the Valley of Mexico* (Una Breve Reseña de las Obras de Desagüe del Valle de México). Esta publicación, de la cual la Biblioteca de la Oficina Internacional de las Repúblicas Americanas acaba de recibir un ejemplar, relata los esfuerzos que se han hecho para desaguar el valle en cuyo centro está situada la Ciudad de México, desde el siglo quince hasta el 30 de junio de 1900 en que se terminaron las obras de desagüe. El presente sistema de desagüe se ha efectuado con tres fines, á saber: Impedir las inundaciones; efectuar la conducción de las aguas sucias de la Ciudad de México hasta fuera del valle, y dominar las aguas de esa región del país. Las expresadas obras constan de un canal, un túnel y un conducto de salida, cada uno de los cuales se describe cumplidamente en el folleto de referencia. Todas las obras, desde 1886, época en que la junta nacional de desagüe se hizo cargo de las mismas hasta la fecha de su terminación, han costado \$15,967,778. Dicho folleto contiene tres extensos mapas que muestran la situación de las obras y el sistema de desagüe.

Á las personas que intenten emprender en la explotación de minas en países extranjeros, ó que tengan interés en empresas ó en concesiones mineras, es de verdadera importancia y de gran utilidad consultar las leyes que rigen la adquisición y posesión de minas. Una de las pocas obras preparadas hasta ahora en beneficio de esta clase de personas es *La Guía de las Leyes Mineras del Mundo*, recopilada por OSWALD WALMSLEY y publicada en Londres en 1894. Este libro trata extensamente de las leyes que rigen la explotación de minas en casi todos los países civilizados del mundo. El Capítulo XVI de esta obra está consagrado á la ley de minas de los Estados Unidos de América, y el Capítulo XVII contiene anotaciones sobre las leyes de la misma clase de México, la República Argentina, Bolivia, el Brasil, Chile,

Colombia, Costa Rica, Cuba, la Guayana holandesa, el Ecuador, Guatemala, Honduras, Nicaragua, Paraguay, Perú, Salvador, Santo Domingo, Uruguay y Venezuela.

En la Biblioteca de la Oficina Internacional de las Repúblicas Americanas se ha recibido el primer número del "Boletín Oficial de la Liga Nacional Brasileira." En él se expresa que el objeto de la liga es procurar que se conozcan los recursos marítimos del Brasil y estudiar las causas que hasta ahora han impedido su desarrollo, y también publicar un anuario que ha de contener valiosos informes relativos á las Compañías de navegación brasileras, los arsenales, muelles, etc.

La Revista titulada "The Monthly Summary of Commerce and Finance of the United States," correspondiente al mes de febrero de 1902, contiene un artículo muy valioso preparado en la Oficina de Estadística del Departamento del Tesoro sobre "Los grandes canales del mundo." Además de la parte descriptiva, dicho artículo trata del comercio, y muestra el costo y las dimensiones de los diferentes canales por los cuales se transportan mercancías extranjeras.

El Capitán GEORGE P. AHERN, del Ejército de los Estados Unidos, Inspector de bosques en las Islas Filipinas, ha publicado una obra sobre las maderas más valiosas de dicho archipiélago. En ella se describen más de 600 clases de árboles en las diferentes islas.

BOLETIM MENSAL

DA

SECRETARIA INTERNACIONAL DAS REPUBLICAS AMERICANAS,

União Internacional das Republicas Americanas.

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MAIO DE 1902.

No. 5.

ESTRADA DE FERRO INTERCONTINENTAL.

SEGUNDA CONFERENCIA PAN-AMERICANA, PARECER DA COMISSÃO DA ESTRADA DE FERRO PAN-AMERICANA.

A Comissão de Estrada de Ferro Pan-Americana, da Segunda Conferencia Internacional dos Estados Americanos, vem apresentar o seguinte relatorio:

Na primeira Conferencia celebrada em Washington durante o inverno de 1889-90, a comissão de communicações por estrada de ferro, composta de Delegados de dez e oito Governos de America, ao apresentar seu relatorio, que foi unanimemente approved e adoptado pela Conferencia, manifestou as seguintes opiniões:

Primeiro. Que uma estrada de ferro que ligue todas as nações representadas nesta conferencia ou a maioria dellas, contribuirá grandemente ao desenvolvimento de relações cordiaes entre ditas nações, e ao augmento de seus interesses materiaes.

Segundo. Que o melhor meio de facilitar sua execução, é a nomeação de uma comissão internacional de engenheiros a qual se encarregará de estabelecer os traçados possiveis, de determinar sua extensão, de calcular o custo de cada um delles e de comparar suas vantagens respectivas.

Terceiro. Que a dita comissão deverá estar constituida por um corpo de engenheiros dos quaes cada nação nomeará tres, e que estarão facultados para distribuir-se em subcommissões e para nomear todos os demais engenheiros e empregados que se considerarem necessarios para executar com maior rapidez o trabalho.

Quarto. Que cada um dos Governos que acceitem poderá nomear á sua propria custa, commissionedos ou engenheiros que sirvam como auxiliares das subcommissões que tenham a seu cargo os trabalhos topographicos de cada uma das secções da linha.

Quinto. Que a estrada de ferro, em quanto o permittam os interesses communs, deverá ligar as principaes cidades situadas nas circumvizinhanças de seu trajecto.

Sexto. Que si não pode alterar-se sem grandes inconvenientes a direcção geral da linha, com os fins mencionados no artigo anterior, deverão ser traçados ramaes que tenham por objecto ligar as ditas cidades com a linha principal.

Setimo. Que com o fim de reduzir o custo da empreza, deveriam ser utilizadas as estradas de ferro existentes em quanto isto seja praticavel e compativel com o trajecto e demais condições da estrada de ferro continental.

Oitavo. Que em caso de que os resultados dos trabalhos topographicos demonstrem a exequibilidade e conveniencia da estrada de ferro, se solicitem propostas para a construcção, já seja de toda a linha ou já de suas secções.

Nono. Que a construcção, administração e funcionamento da linha, deverão fazer-se a expensas dos concessionarios ou da empreza que estes organizarem, com todas as formalidades devidas, e previa auctorização dos Governos respectivos.

Decimo. Que todos os materiaes necessarios para a construcção e funcionamento da estrada de ferro deverão ficar isentos dos direitos de importação, de accordo com os regulamentos que se julgarem necessarios para evitar o abuso deste privilegio.

Undecimo. Que todas as propriedades pessoaes e reaes da estrada de ferro, empregadas em sua construcção e em seus trabalhos, deverão ficar isentas de todo imposto, já seja nacional, provincial (dos Estados) ou municipal.

Duodecimo. Que a execução de uma obra de tal magnitude merece ser alentada por meio de subvenções, concessões de terreno ou garantias de certo minimum de juro.

Decimo-terceiro. Que os vencimentos da commissão, assim como os gastos realizados com os trabalhos topographicos preliminares e definitivos, deverão ser pagos por todas as nações que acceitem, proporcionalmente á sua população, conforme o ultimo recenseamento, ou, á falta de recenseamento, segundo convenio celebrado entre seus respectivos governos.

Decimo-quarto. Que a estrada de ferro deverá declarar-se perpetuamente neutral, afim de assegurar a liberdade do trafico.

Decimo-quinto. Que a approvção dos traçados, os termos em que devam fazer-se as propostas, a protecção aos concessionarios, a supervisão dos trabalhos e as leis que os affectem, a neutralidade da via e a

livre passagem das mercadorias de transitio (no caso previsto pelo art. 8º) deverá ser objecto de convenios especiaes, entre todas as nações interessadas.

Decimo-sexto. Que tão prompto como o Governo dos Estados Unidos receba a noticia de que estas recommendações têm sido acceitas pelos demais Governos, os convide para que nomeiem a commissão de engenheiros, a que se refere o art. 2º, afim de que a dita commissão possa reunir-se na cidade de Washington na maior brevidade possível.”

O Sr. BLAINE, que então era Secretario de Estado dos Estados Unidos, ao apresentar o anterior relatorio da commissão de Estrada de Ferro ao Presidente HARRISON, disse o seguinte:

“Nenhuma das recommendações formuladas pela Conferencia Internacional Americana é tão importante como esta, e a recommenda encarecidamente á vossa attenção, com absoluta confiança em que o Congresso dará muito prompto os passos necessarios para que este Governo possa tomar participação na promoção da empreza. Por nenhum outro caminho pode o Governo e o povo dos Estados Unidos contribuir em tão alto gráo ao desenvolvimento e á prosperidade das republicas irmãs nossas, e ao mesmo tempo á expansão de nosso commercio.”

O Presidente dos Estados Unidos, ao transmittir o relatorio ao Congresso, manifestou assim sua opinião sobre a importancia do projecto: *“Ao Senado e á Camara dos Representantes.*

“Acompanho a este um relatorio da Conferencia Internacional Americana, que ha pouco celebrou suas sessões nesta Capital, no qual recommenda o traçado de uma estrada de ferro intercontinental que ligue os systemas da America do Norte com os do Continente Meridional, e que deverá effectuar-se sob a direcção de uma junta de commissiionados que representem as differentes republicas americanas.

“A attenção publica tem sido fixada de preferencia na questão relativa ao melhoramento das communicações por agua entre os portos dos Estados Unidos e os da America Central e do Sul. O estabelecimento de novas e melhores linhas de vapores indubitavelmente proporeiona o meio mais facil para desenvolver um crescente commercio com as nações latino-americanas. Mas é preciso não olvidar a possibilidade de viajar por terra desde Washington até a capital mais meridional da America do Sul, e que o estabelecimento de communicações por via-ferrea com aquelles Estados amigos, subministrará tanto a elles como a nós, grande numero de facilidades para o commercio e as permutas mercantis que tem especial valor. A obra que se projecta é vasta, mas perfeitamente praticavel.

“Será de interesse para todos e talvez surprehendente para muitos de nos saber quanto se tem feito já no Mexico e na America do Sul, no relativo á construcção de estradas de ferro que podem ser utilizadas como parte de uma linha intercontinental. Não hesito em recommen-

dar a conveniencia de que o Congresso auctorize o gasto das pequenas sommas necessarias para os trabalhos topographicos aconselhados pela conferencia, e ao mesmo tempo auctorize a nomeação dos commissi-
nados e auxiliares que hão de dirigir e effectuar os trabalhos topographi-
cos preliminares que se necessitem.

“BENJAMIN HARRISON.

“PALACIO EXECUTIVO, 19 de Maio de 1890.”

Foi concedida a autorização para o gasto da quota correspondente aos Estados Unidos nos trabalhos topographicos preliminares, para o relatorio concernente á Estrada de Ferro Continental, e assim mesmo se receberam as quotas de alguns dos outros paizes interessados. Pouco depois começou seus trabalhos a Comissão da Estrada de Ferro Intercontinental, com a representação de onze dos Governos da America.

SR. A. J. CASSAT, actual presidente da Estrada de Ferro de Pennsylvانيا, que é um dos systemas de vias ferreas mais grandes e que mais exito tem alcançado no mundo, foi eleito por unanimidade para que desempenhasse o cargo de Presidente da Comissão, Sr. H. G. DAVIS foi designado para o posto de presidente da Comissão de Finanças. A Comissão gastou cerca de \$360,000 em trabalhos topographicos sobre o terreno, em mappas, em impressões, etc. Puzeram-se em acção tres corpos de engenheiros, e os resultados de seus trabalhos, correspondentes a um periodo de varios annos e que foram terminados em 1895, demonstraram que a distancia approximada entre Nova York e Buenos Aires, de accordo com suas investigações topographicas e fazendo uso dos caminhos existentes, seria de 10,471 milhas, das quaes cerca da metade estavam já concluidas e em exploração. A seguinte carta official, escripta em 1896 pelo Capitão E. Z. STEEVER, secretario da Comissão da Estrada de Ferro Intercontinental, proporeiona as informações mais authenticas que se podem obter acerca das estradas de ferro que poderiam ser usadas como parte de uma linha continental e o que ficaria ainda por construir.

“COMISSÃO DA ESTRADA DE FERRO INTERCONTINENTAL,

“Washington, D. C., 16 de Janeiro de 1896.

“Ao Honrado SR. HENRY G. DAVIS,

“Washington, D. C.

“ESTIMADO SENHOR: Em cumprimento de vossa ordem, que se recebeu nesta Secretaria o 14 do corrente, acompanho um calculo approximado da extensão da via que se necessita para uma estrada de ferro desde Nova York até Buenos Aires, Republica Argentina, segundo os diferentes paizes.

“Actualmente existem communicações por via-ferrea até Oaxaca, Mexico, e têm-se feito traçados e, segundo as noticias da imprensa, têm-se outorgado concessões para ligar Oaxaca com algum ponto da linha divisoria entre Mexico e Guatemala. Puebla acha-se a 129

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milhas ao sudeste da cidade de Mexico pela via da Estrada de Ferro Interocceanica, e a 115.6 milhas pela da Estrada de Ferro Mexicana, sendo a primeira de bitola estreita e a ultima de bitola larga. Oaxaca está situada á distancia de 227.6 milhas ao sudeste de Puebla, pela via-ferrea Mexicana do Sul, e por conseguinte, á distancia de 356.6 milhas da cidade de Mexico por uma linha e a 343.2 milhas pela outra. Oaxaca é actualmente a cidade mais meridional que está ligada por via-ferrea com a cidade de Mexico, e se acha separada da fronteira de Guatemala por uma distancia que exigiria uma estrada de ferro de 400 milhas de extensão pouco mais ou menos.

“Os trabalhos topographicos e as explorações da Commissão da Estrada de Ferro Intercontinental começaram no noroeste da fronteira de Guatemala, e se estenderam até a região occidental da fronteira da Bolivia. A extensão approximada da via-ferrea que deverá ligar a fronteira sul-oriental do Mexico com a capital da Republica Argentina, é a seguinte:

	Milhas.
Em Guatemala.....	230
Em O Salvador.....	220
Em Honduras.....	70
Em Nicaragua.....	224
Em Costa Rica.....	363
Em Colombia.....	1,372
Em Equador.....	635
Am Peru.....	1,671
Em Bolivia.....	774
Em Argentina.....	1,143
Total.....	6,702

“A distancia de Nova York a Laredo é de 2,187 milhas; a deste ultimo ponto á cidade de Mexico, de 839 milhas; d’alli a Oaxaca, 343 milhas; até a fronteira de Guatemala, 400 milhas; 3,769 milhas como somma total, ascendendo a distancia completa desde Nova York até Buenos Aires a 10,471 milhas.

“Das 6,702 milhas anteriores se encontram em exploração os seguintes trechos:

	Milhas.
Em Guatemala, desde Escuintla até Patulul.....	30
No Salvador, desde Sonsonate até Atos.....	20
Em Nicaragua, desde Chinandega até La Paz.....	31
Total na America Central.....	81
No Perú, desde Licuani até Puno.....	151
Em Bolivia, desde Oruro até Huanchaco.....	192
Na Argentina, desde Jujuy até Buenos Aires.....	993
Total na America do Sul.....	1,336

“Um consideravel total para America Central e America do Sul, de 1,453 milhas, já construidas e em exploração.

“Deduzindo essas 1,453 milhas das 6,702, ficam por construir-se 5,249 milhas de estrada de ferro, além de que fique terminada uma linha completa desde a fronteira meridional de Mexico até a capital da Republica Argentina. Em outros termos, a metade de distancia entre a cidade de Nova York e Buenos Aires está já coberta por estradas de ferro existentes.

“É de crer-se que por meio de trabalhos topographicos posteriores, especialmente no Perú, se encurte a extensão das linhas que se necessitam, mas até a data, os dados anteriores são os melhores que se tem podido obter.

“Esperando que estas informações estejam de accordo com o que solicitaes, sou com respeito,

“E. Z. STEEVER, *Secretario.*”

O quadro que se dá em seguida, mostra um resumo do relatório apresentado pelos engenheiros da Comissão da Estrada de Ferro Intercontinental, acerca do numero de milhas já construidas da linha continental proposta, entre Nova York e Buenos Aires, da situação dos trechos que serão necessarios para formar uma linha completa, e do custo que se calcula para cada um delles.

Regiões.	Construido e em projecto.		Construido.		Terço que construir-se.		Custo dos aterros, das obras d'arte e das pontes.
	Milhas.	Kms.	Milhas.	Kms.	Milhas.	Kms.	
America Central.	1,013.00	1,678.53	211.30	340.05	831.70	1,338.48	\$17,154,517.00
Colombia.....	1,354.04	2,179.10			1,354.04	2,179.10	33,738,421.84
Equador.....	2,397.01	3,857.63	211.30	340.05	2,185.74	3,517.58	50,892,941.84
	658.00	1,058.94			658.00	1,058.94	26,863,853.00
Perú.....	3,055.04	4,916.57	211.30	340.05	2,843.74	4,576.52	77,796,797.84
	1,785.51	2,873.48	151.61	244.00	1,633.90	2,629.48	65,798,146.00
Bolivia.....	4,840.55	7,790.05	362.91	584.05	4,477.64	7,206.00	145,514,942.84
	587.55	945.56	195.06	313.91	392.49	631.65	12,023,329.00
Argentina.....	5,428.10	8,735.61	557.97	897.96	4,870.13	7,837.65	155,538,271.84
	1,061.66	1,708.56	936.66	1,507.40	125.00	204.16	4,000,000.00
Estados Unidos...	6,489.76	10,441.17	1,494.63	2,405.36	4,995.13	8,038.81	159,538,271.84
	2,094.00	3,369.93	2,094.00	3,369.93			
Mexico.....	8,583.76	13,814.10	3,588.63	5,755.29			
	1,644.30	2,646.22	1,183.30	1,904.33	461.00	741.90	14,752,000.00
	10,228.06	16,460.32	4,771.93	7,679.61	5,456.13	8,780.61	174,290,271.84

Pelo que precede ver-se-há que os engenheiros da Comissão, na epocha em que formularam seu relatório, em 1895, opinaram que com \$175,000,000 se construiriam as vias-ferreas necessarias para unir as linhas existentes e conseguir deste modo uma communicação completa. Com posterioridade se tem construido algumas outras estradas de ferro que poderiam ser utilizadas como parte de um systema continental, e a Comissão é de parecer que actualmente não haveriam que construir-se senão 5,000 milhas de via para estabelecer communi-

cações por via-ferrea entre os systemas da America do Norte e do Sul. Calculando em \$40,000, o custo por milha, calculo que nos parece amplo, se necessitariam \$200,000,000 para essa grande obra. Os estudos preliminares realizados pelos engenheiros da Commissão, demonstram que a construcção das linhas que faltam é practicavel e que não haveria grande difficuldade para realizar tal projecto, desde o ponto de vista economico, si se attende aos resultados que se obteriam com elle.

Os systemas de vias-ferreas dos Estados Unidos, taes como os de Pennsylvania, New York Central, Atchison, Northern Pacific, Union Pacific, Southern Pacific, Southern e outros, exploram um numero de milhas de via maior que o que se necessita para realizar a Estrada de Ferro intercontinental, e cada um desses systemas tem titulos e capitais não exhibidos que sommam uma quantia maior que o custo que se tem calculado para esta empreza. O Governo russo acaba de terminar uma extensa ferro-via que tende ao desenvolvimento de Siberia, com um custo que excede consideravelmente ao calculado para a Estrada de Ferro Intercontinental e com maiores difficuldades de construcção.

A Republica do Mexico subministra um exemplo recente do que se tem conseguido graças ao augmento das vantagens que proporcionam as vias-ferreas.

No relatorio da delegação mexicana a esta Conferencia, tratando da Estrada de Ferro Intercontinental, se diz:

“Pelo que se refere ao Mexico, não tem cessado de fazer esforços e ainda sacrificios para construir este systema ferro-viario, estendendo-o até o Sul de maneira que possa entroncar com as linhas que construiram as Republicas da America Central, como entronca já em varios pontos de sua fronteira septentrional com importantes linhas dos Estados Unidos de America. Na actualidade se acha em estudo uma linha que deverá entroncar com a Estrada de Ferro Interoceanica já construida e em trafego no Isthmo de Tehuantepec, e ultimamente se tem outorgado uma concessão subvencionada liberalmente para a construcção de uma estrada de ferro que partindo da de Tehuantepec, se estenderá até a fronteira de Guatemala.”

Tambem se diz: “O constante desejo do Governo de Mexico, tem sido proporcionar todos os meios conducentes ao melhoramento das communições interiores, augmentando dessa maneira a exploração de seus recursos naturaes e o commercio com outras nações.”

Ainda que a construcção da linha continental é uma grande empreza, os obstaculos com que se tem de lutar não são tão grandes como os que venceram os constructores das vias-ferreas que atravessam os Alleghanies e os Montes Rochosos, quando se construiram estas linhas.

Por experiencia se tem provado em todas as partes do mundo que ao estabelecimento de communições por vias-ferreas, tem seguido o desenvolvimento das riquezas naturaes do paiz e um systema que ponha

em contacto todas as Republicas deste hemispherio, contribuirá mais que qualquer outro meio ao desenvolvimento das Republicas meridionaes, especialmente no interior. Agora só é possível por nos mercados os productos de pontos que não tocam as linhas ferreas que possam ser conduzidos á costa de mulla aos portos de mar para sua exportação e os pontos em que tocam frequentemente os navios se encontram a centenaes de milhas de distancia. Em lugares situados sobre uma linha ferrea se podem fazer embarques de um ponto a outro que não distem entre si senão umas quantas milhas.

Grandes areas de depositos mineraes e de ricas terras dotadas de florestas de madeira de construcção e proprias para a agricultura, permanecem virgens por causa da falta de meios facéis de transporte. A estatistica da maior parte destes paizes demonstra que até agora sómente se têm explorado os territorios proximos ao mar. Não sómente contribuiria essa linha de estrada de ferro ao desenvolvimento de um territorio que agora é praticamente inacessivel, augmentando dessa maneira a riqueza em geral dos paizes que percorra, mas as maiores vantagens que se obtivessem, dariam por resultado a concorrência entre o transporte por via-ferrea e por agua nas regiões que agora dependem inteiramente da ultima. A concorrência é a vida do commercio, e ainda que se necessitam meios de transporte por agua mais facéis entre as Republicas Americanas para seu completo desenvolvimento e progresso, são necessarias as communicações, tanto por agua como por estrada de ferro.

No caso de guerra entre algumas das Potencias europeas, o commercio soffreria serios prejuizos pela interrupção das communicações por agua; mas o perigo por esta causa seria menor si as Republicas Americanas tiverem communicação entre si, por meio de vias-ferreas.

Um paiz ou uma parte do mesmo em que não haja vias-ferreas, está atrazado e não pode fazer concorrência com as regiões que possuem estas vantagens. Quando se construiu a primeira estrada de ferro do Rio Mississippi ao Pacifico, muitos recearam que não fosse remunerativa, porque o territorio por onde devia atravessar, em sua maior parte era despovoado ainda. Agora existem varias linhas, todas ellas remunerativas. E o rapido progresso da grande região occidental da Republica do Norte, que em grande parte se deve ás vantagens obtidas com as vias-ferreas, tem sido a maravilha do seculo. O interior dos Estados Unidos, especialmente as regiões do Oeste e do Sul-Oeste, assim como os lugares interiores das Republicas meridionaes, seriam os que mais beneficios receberiam do estabelecimento de uma Estrada de Ferro Intercontinental, porque estes territorios teriam em linhas communicações mais facéis e directas entre si. Apenas poderá estimar-se o augmento do commercio, quando as 195,000 milhas de vias-ferreas dos Estados Unidos e as 10,000 de Mexico estiverem ligadas com as

10,600 da Republica Argentina e com as redes das demais Republicas Americanas.

Desde que se estabeleceu a communicação por meio de vias-ferreas entre o Mexico e os Estados Unidos, o commercio entre os dous paizes tem augmentado enormemente. Hoje o Mexico envia para os Estados Unidos 70 por cento de suas exportações totaes e este paiz exporta para o Mexico artigos pelo mesmo valor approximadamente. No anno financeiro que terminou em 30 de Junho de 1901, os Estados Unidos compraram mercadorias nos paizes da America Central e do Sul por valor de \$121,000,000 que representam 14 por cento do total de suas importações, e durante o mesmo periodo, os Estados Unidos enviaram para os ditos paizes mercadorias por valor de \$52,000,000, ou seja sómente o 10 por cento do total das importações da America Central e do Sul.

Como demonstração da actual falta de meios facéis de transporte entre as Republicas Americanas, alguns dos Delegados a esta Conferencia, para chegar á cidade de Mexico, têm tido que fazer uma viagem via Europa e Nova York e outros, via San Francisco. Uma carta, ou um pacote confiado ao Express, que se envie do Mexico ou dos Estados Unidos para alguma das Republicas Americanas, primeiro teria que ir para a Europa e d'alli ao seu destino.

Esta Commissão possui relatorios de alguns dos Delegados da America Central e do Sul, acerca das vias-ferreas de seus respectivos paizes, e quando se recebam outros, pede que se imprimam como supplemento a este relatorio.

Resumo.—Considerando: Que os tres corpos de engenheiros empregados pela Commissão da Estrada de Ferro Intercontinental fizeram explorações experimentaes, as quaes acompanharam de mappas, e que comprehendem desde o limite norte de Guatemala até o limite norte da Republica Argentina, durante os annos de 1892, 1893 e 1894, e informaram que seria praticavel completar uma estrada de ferro continental de via larga que atravessasse as Republicas do Norte, da America Central e do Sul; e que aproveitando as estradas de ferro actualmente em trafego, a distancia que havia que construir seria de 5,456 milhas, sendo o seu custo orçado em \$174,290,271, ou seja \$32,000 por milha, e

Considerando: Que é um facto de todos conhecido que as vias-ferreas desenvolvem os recursos naturaes de um paiz, augmentam o commercio e a riqueza e contribuem para a prosperidade geral dos paizes que atravessam.

Portanto, calculando que a distancia que terá que construir-se será de 5,000 milhas, e suppondo que o custo não exceda de \$200,000,000 (ou seja \$40,000 por milha) a commissão por unanimidade recommenda desde logo a construcção de uma linha intercontinental com ramaes

onde forem necessarias as connexões com as cidades principaes, e a qual passará pelas differentes republicas, unindo os systemas dos Estados Unidos e Mexico com os da Republica Argentina.

Havendo-se cumprido as recommendações que fez a ultima conferencia celebrada em Washington, com respeito ás explorações preliminares, apoiamos por unanimidade o seguinte, tomado das actas da Commissão da Estrada de Ferro Pan-Americana e que foi approvedo pela Conferencia de Washington.

Primeiro. Que uma estrada de ferro que ponha em comunicação todas ou a maior parte das nações representadas nesta conferencia, contribuirá poderosamente ao desenvolvimento das relações cordias entre ditas nações e ao augmento de seus interesses materiaes.

Segundo. Que a estrada de ferro, até onde o permittam os interesses communs, deverá ligar as principaes cidades situadas nas proximidades de seu trajecto.

Terceiro. Em caso que não possa alterar-se sem grandes inconvenientes a direcção da linha, com o objecto exprimido no artigo anterior, serão traçados ramaes que liguem essas cidades com a linha principal.

Quarto. Que para reduzir o custo da empreza deverão ser utilizadas as estradas de ferro em trafego até onde seja possivel e compativel com o trajecto e condições da estrada de ferro continental.

Quinto. Que todos os materiaes necessarios para a construcção e funcionamento da estrada de ferro devem ficar isentos de direitos de importação, sujeitando-se aos regulamentos que se julgarem necessarios para evitar os abusos deste privilegio.

Sexto. Que todas as propriedades pessoas e reaes da estrada de ferro empregadas em sua construcção e funcionamento, deverão ficar isentas de todo imposto, já seja nacional, estadual ou municipal.

Setimo. Que a execução de uma obra de tal magnitude deverá ser ajudada em quanto fôr possivel por meio de subvenções, concessões de terrenos e garantias de certo minimum de juros.

Oitavo. Que a estrada de ferro deve declarar-se perpetuamente neutral para que assim possa ser assegurada a liberdade do trafico.

Nono. Tambem recommendamos que os delegados a esta conferencia e outras pessoas que favoreçam a estrada de ferro, solicitem com instancia a seus Governos para que outorguem á empreza-concessões liberaes de tudo que se considerar mais conveniente a cada paiz.

Decimo. Que se convida aos Estados Unidos para que enviem pessoas de confiança e competencia para todas as Republicas de America para que fixem com certeza os recursos dos differentes paizes, a situação e condições das estradas de ferro hoje em trafego, o estado actual do commercio e as expectativas de trafico para uma linha intercontinental em caso de que chegue a concluir-se, e que concessões faria cada Governo á empreza.

Undecimo. Que esta commissão continue em seus trabalhos; que

apresente um relatório á proxima conferencia e fique facultada para convocar seus membros, augmentar seu numero e nomear subcommissões, com o objecto de poder proporcionar qualquer classe de informações, e ajudar e alentar em quanto for possível a feliz conclusão da Estrada de Ferro Intercontinental.

H. G. DAVIS,
 BALTASAR ESTUPINIAN,
 J. B. CALVO,
 ALBERTO ELMORE,
 FRANCISCO ORLA,
 JOSÉ LÓPEZ,
 PORTILLO Y ROJAS,
 AUGUSTO MATTE,
 RAFAEL REYES,
 JOSÉ LEONARD.

MEXICO, 27 de Novembro, 1901.

RESOLUÇÃO.

APPROVADA PELA SEGUNDA CONFERENCIA INTERNACIONAL DE ESTADOS AMERICANOS, A 21 DE JANEIRO DE 1902.

Os abaixo assignados, Delegados das Republicas representadas na Segunda Conferencia Internacional Americana, devidamente auctorizados por seus Governos, approvaram a seguinte resolução:

A Segunda Conferencia Internacional Americana,

Considerando que os tres corpos de engenheiros empregados pela anterior Commissão da Estrada de Ferro Intercontinental fizeram explorações, desde o limite norte de Guatemala até o limite norte da Republica Argentina, durante os annos de 1893 e 1894, e apresentaram seu relatório sobre a obra com os mappaes respectivos; que este relatório demonstra que é praticavel completar a via-ferrea que atravesse as Republicas do Continente de Norte a Sul; e que, em caso de aproveitarem-se as estradas de ferro actualmente em trafego, a extensão das linhas por construir-se, seria de 5,456 milhas, e o orçamento da obra total, de \$174,290,271, ouro, ou seja \$32,000, ouro, por milha;

Que as estradas de ferro desenvolvem os recursos naturaes dos paizes que atravessam, augmentam seu commercio e riqueza e contribuem efficazmente á prosperidade geral;

Que as vias ferreas internacionaes consolidam as relações de amizade entre os Estados, ligam-n'os com interesses communs e asseguram a paz entre elles:

Convem: I. Que se ratifique a resolução da Conferencia de Washington, que recommendou a construcção das linhas complementarias da Estrada de Ferro Intercontinental, passando esta pelas diferentes Republicas, unindo os systemas dos Estados Unidos com os da Repu-

blica Argentina, e ligando, até onde o permittam os interesses communs, as principaes cidades situadas nas proximidades da estrada de ferro; e enfim, utilizando as linhas em trafego em quanto for possivel e compativel com o traçado e condições da Estrada de Ferro Intercontinental.

II. Que se auxilie pelas Republicas interessadas a execução da obra por todos os meios que estejam em seu poder; e especialmente, que se de direitos de importação os materiaes necessarios para a construção e funcionamento da estrada de ferro, ficando elles sujeitos aos regulamentos convenientes para evitar abusos; e que se exonere de todo imposto nacional, estadual, provincial, ou municipal, as propriedades e direitos reais ou pessoas da empresa; isentando-se de direitos aduaneiros e de outros impostos as mercadorias em transitio pelas diversas Republicas, e auxiliando a obra, em quanto for possivel, por meio de subvenções, concessões de terrenos ou garantia de um minimum de juros sobre os capitales empregados em cada paiz.

III. Que se convide ao Governo dos Estados Unidos de America, para que inicie cerca dos representantes diplomaticos das demais Republicas acreditados em Washington, as medidas mais apropriadas, que deem por resultado a expedição, dentro do prazo de um anno, de pessoas competentes para os diversos paizes da America, que fixem com certeza os recursos de cada paiz, a situação e condições das vias ferreas hoje em trafego, o estado actual do commercio e as expectativas de trafico para uma linha intercontinental, caso que chegue a concluir-se; e que concessões faria cada um dos respectivos Governos á empresa.

IV. Que o Presidente da Conferencia nomeie uma Comissão de cinco membros residentes nos Estados Unidos de America, para que entre em exercicio, depois do encerramento da Conferencia, com a faculdade de augmentar o numero de seus membros ou substituil-os quando isto fôr necessario, nomear as subcommissões que julgar convenientes, informar á proxima Conferencia sobre o resultado de seus trabalhos, proporcionar qualquer classe de informações sobre a obra da Estrada de Ferro Intercontinental, e ajudar e alentar, em quanto fôr possivel, a feliz conclusão della, sem prejuizo de que os demais membros da actual Comissão sigam prestando seus serviços com igual proposito; e, finalmente, que a Comissão, de accordo com o Secretario de Estado dos Estados Unidos de America, e com os Ministros dos demais paizes interessados, residentes em Washington, procure que se convoque, dentro do prazo de um anno, uma reunião de representantes de todas as Republicas do Continente, devidamente auctorizados, com o objecto de concluir um convenio que proveja á construção da projectada Estrada de Ferro Intercontinental.

Feito e firmado na cidade de Mexico, aos vinte-um dias de Janeiro de mil novecentos e dous, em tres exemplares escriptos respectivamente

em hespanhol, inglez e francez, os quaes serão depositados na Secretaria das Relações Exteriores do Mexico, afim de que delles sejam tiradas copias certificadas para envia-las por via diplomatica a cada um dos Estados signatarios.

Pela Republica Argentina.....	(Firmado) ANTONIO BERMEJO. (Firmado) LORENZO ANADÓN.
Por Bolivia.....	(Firmado) FERNANDO E. GUACHALLA.
Por Colombia.....	(Firmado) RAFAEL REYES.
Por Costa Rica.....	(Firmado) J. B. CALVO.
Por Chile.....	(Firmado) AUGUSTO MATTE. (Firmado) JOAQU. WALKER M. (Firmado) EMILIO BELLO C.
Por Equador.....	(Firmado) L. F. CARBO.
Pelo Salvador.....	(Firmado) FRANCISCO A. REYES. (Firmado) BALTASAR ESTUPINIAN.
Pelos Estados Unidos de America.....	(Firmado) W. I. BUCHANAN. (Firmado) CHARLES M. PEPPER. (Firmado) VOLNEY W. FOSTER.
Por Guatemala.....	(Firmado) FRANCISCO ORLA.
Por Honduras.....	(Firmado) J. LEONARD. (Firmado) F. DÁVILA.
Por Mexico.....	(Firmado) G. RAIGOSA. (Firmado) JOAQUÍN D. CASASÚS. (Firmado) E. PARDO, jr. (Firmado) JOSÉ LÓPEZ-PORTILLO Y ROJAS. (Firmado) PABLO MACEDO. (Firmado) F. L. DE LA BARRA. (Firmado) ALFREDO CHAVERO. (Firmado) M. SÁNCHEZ MÁRMOL. (Firmado) ROSENDO PINEDA.
Por Nicaragua.....	(Firmado) F. DÁVILA.
Por Paraguay.....	(Firmado) CECILIO BAEZ.
Por Perú.....	(Firmado) MANUEL ÁLVAREZ CALDERÓN. (Firmado) ALBERTO ELMORE.
Por Uruguay.....	(Firmado) JUAN CUESTAS.

COMISSÃO PERMANENTE.

O Senhor Presidente da Conferencia, em cumprimento do disposto no artigo quarto da Resolução, nomeou os seguintes Senhores para constituir a Commissão permanente de que alli se trata, a saber:

O Honrado Senhor H. G. DAVIS, de West Virginia, Estados Unidos de America;

O Honrado Senhor ANDREW CARNEGIE, de Nova York, Estados Unidos;

O Honrado Senhor MANUEL DE ASPIROZ, Embaixador de Mexico em Washington;

O Honrado Senhor MANUAL ALVAREZ CALDERÓN, Ministro do Perú, nos Estados Unidos de America; e

O Honrado Senhor ANTONIO LAZO ARRIAGA, Ministro de Guatemala nos Estados Unidos.

MENSAGEM DO PRESIDENTE.

No dia 22 de Abril de 1902, o Presidente dos Estados Unidos transmittiu ao Congresso o Relatorio do Senhor Secretario de Estado respeito ao determinado pela Segunda Conferencia em Mexico sobre a Estrada de Ferro Intercontinental.

A mensagem diz assim:

“Ao Senado e á Camara dos Representantes:

“Transmitto com a presente ao Congresso um relatorio do Secretario de Estado, com os documentos que o acompanham, relativos á Resolução adoptada na Segunda Conferencia Pan-Americana de Mexico, sobre a Estrada de Ferro Intercontinental.

“Recommendo que o Congresso conceda um credito de \$20,000, ou do que desta somma fôr necessario, para permittir ao Presidente enviar dous Commissarios para a America Central e do Sul para levar a effecto os propositos da Resolução citada, e investigar o que deva fazer-se para augmentar o commercio entre os Estados Unidos e esta parte do Continente Americano, facultando-lhes para dar o relatorio correspondente.

“THEODORE ROOSEVELT.”

RELATORIO DO SECRETARIO DE ESTADO.

“Senhor PRESIDENTE: Tenho a honra de submeter á consideração de V. Ex. as inclusas copias, uma do relatorio apresentado na Segunda Conferencia Pan-Americana de Mexico, no inverno de 1901 a 1902, pela Commissão da Estrada de Ferro Pan-Americana, e a outra, da Resolução adoptada pelos delegados das Republicas representadas naquella Assembléa, referindo-se ambas á projectada Estrada de Ferro Pan-Americana.

“O artigo III da Resolução dispõe:

“Que se convide ao Governo dos Estados Unidos de America para que inicie cerca dos representantes diplomaticos das demais Republicas acreditados em Washington, as medidas mais apropriadas que deem em resultado a expedição dentro do prazo de um anno, de pessoas autorizadas e competentes para os diversos paizes de America, para determinar com certeza os recursos de cada paiz, a situação e condições das estradas de ferro hoje em trafego, o estado actual do commercio e as expectativas de trafego para uma linha intercontinental, caso que

chegue a terminar-se, e que concessões faria cada um dos respectivos Governos á empresa.'

''O projecto é de utilidade publica tão grande, e o commercio com a America Central e do Sul, no qual os Estados Unidos não tem toda a participação que deveriam ter, está crescendo tanto em importancia, que não hesito um momento em recomendar que se solicite do Congresso um credito de \$20,000, ou do que fôr necessario da dita somma, para por o Presidente em posição de nomear dous commissarios para levar a effeito os propositos do accordo citado, e investigar ao mesmo tempo o que deva fazer-se para augmentar o commercio entre esses paizes e os Estados Unidos, submettendo o relatorio correspondente.

''Sou com respeito,

''JOHN HAY.

''DEPARTAMENTO DE ESTADO,

''Washington, 19 de Abril de 1902.''

A ESTRADA DE FERRO INTERCONTINENTAL.

Por J. B. CALVO.

Quando se pensa na grande influencia que as vias de comunicação tem, não só no desenvolvimento dos recursos naturaes e outras fontes da produção nacional, mas no adeantamento moral e intellectual que a ampliação da esphera de acção proporciona ao homem, torna-se evidente o grande beneficio que resultaria ás Republicas Americanas da construcção de uma estrada de ferro intercontinental.

A obra é de certo colossal, mas não offerece em realidade nenhum obstaculo insuperavel, e para que se torne uma realidade, só é necessario que a encetemos com resolução.

É evidente que o desenvolvimento do trafico local por si mesmo, pagaria, em tempo não longe, o custo da via, e que o augmento das relações commerciaes entre os paizes vizinhos seria rapido, promovendo assim finalmente o bemestar geral, politico e social de todas as nações do Continente, e uma união mais estreita entre ellas, o que daria cada vez maior valor ao capital e a seus rendimentos.

O progresso que o Mexico tem feito nos ultimos annos chama com razão a attenção do mundo e o impulso que tomam suas industrias demanda para a prospera Republica uma facil comunicação com os outros Estados vizinhos, onde ella encontrará excellentes mercados para muitos de seus productos que a concorrência do Norte encaminha para elles, como succede actualmente, especialmente com respeito ás telas e artigos de couro de todas as classes.

Os Estados da America Central progressam constantemente. Seu adeantamento moral manifesta-se na tranquillidade de que hoje desfructam e o desenvolvimento de suas ricas fontes de produção toma maior incremento cada dia, assim dando impulso a novas empresas, ao

melhoramento das vias de comunicação existentes e á construcção de outras novas e importantes.

Na America do Sul, a Republica Argentina levanta-se como rival agricola dos Estados Unidos do Norte, e o Chile faz concorrência no Pacifico ás linhas de vapores da grande nação americana.

Estas demonstrações praticas do adiantamento dos paizes latino-americanos indicam a actividade e o progresso que têm alcançado, e põem de manifesto a grande importancia do campo que offerecem ás emprezas e aos negocios.

O Brazil, com sua enorme extensão territorial; o Uruguay, com sua posição geographica; e o Peru, Bolivia, Equador, Venezuela e Colombia, com a exuberante riqueza de seu solo, participam em igual alta escala dos beneficios do progresso e da civilização.

A empreza de uma via ferrea que ponha em comunicação estes paizes, encontrará, pois, abundantes elementos de vida existentes hoje, e muitos outros que por si mesmo creará já pela influencia das facilidades do trafico local, já pela comunicação rapida entre uns e outros Estados.

Na primeira Conferencia Internacional Americana, celebrada em Washington em 1889-1890, foram adoptadas resoluções para levar a effeito a grande empreza; e como resultado pratico da iniciativa tomada então, foram feitos os estudos correspondentes por uma Commissão de engenheiros que fez um relatorio completo que consta de sete grossos volumes, com mappas e illustrações.

Desses estudos parece que a extensão de uma via ferrea de Nova York a Buenos Aires, seria de 10,471 milhas, e que desta enorme distancia a metade está coberta já por linhas ferreas existentes.

Quanto á primeira parte da grande obra continental, é facil demonstrar que sómente requer um ligeiro impulso para que se torne uma realidade em toda a porção do hemispherio ao norte de Panama. Com effeito, a distancia de 2,187 milhas de Nova York a Laredo na fronteira do Mexico, a de 839 milhas de Laredo á cidade de Mexico e a de 343 milhas de dita cidade a Oaxaca, se cobrem por vias ferreas actualmente em trafego.

Ha duas estradas de ferro mexicanas que se approximam da fronteira de Guatemala, uma que se estende de Puebla a Oaxaca, do lado do Pacifico, a qual necessitaria uma extensão de 400 milhas para chegar á dita fronteira; e a outra parte de Cordoba, na linha da estrada de ferro de Veracruz, do lado do Atlantico. Além destas, ha outra linha em construcção que entroncará com a via ferrea interoceânica do Isthmo de Tehuantepec; e o que a este respeito é de maior importancia é o facto de ter o Governo do Mexico feito uma concessão com subvenções liberaes para a construcção, no prazo de dous annos, de uma estrada de ferro que partindo do Isthmo como um ramal da via interoceânica mencionada, se estenda até a linha divisoria com Guatemala.

Conseguindo este novo desenvolvimento das vias ferreas do Mexico em seu proprio territorio, ficará vencida a maior das difficuldades para que a via intercontinental possa ser estendida, unindo as estradas de ferro dos Estados da America Central, onde existem varios ramaes perfeitamente utilizaveis para a via geral.

A este respeito, bastará fazer notar que das 1,107 milhas que uma linha no lado do Pacifico terá de percorrer na America Central, desde a fronteira mexicana até a de Colombia, existem hoje construidas e em trafego 211.3 milhas, principalmente no Salvador e Nicaragua, onde as vias-ferreas mais extensas seguem em sua maior parte uma direcção em geral parallelá á costa.

Em Guatemala ha uma estrada de ferro que se estende do porto de Ocos ao povoado de Ayutla, perto da fronteira mexicana, e as linhas construidas neste e nos outros Estados da America Central teem uma extensão total de pouco menos de 1,000 milhas, distribuidas assim:

	Milhas.
Guatemala	342
O Salvador.....	132
Honduras.....	50
Nicaragua.....	176
Costa Rica.....	292

Em Costa Rica, Guatemala e Honduras, as vias ferreas principaes seguem uma direcção transversal, porque estendem-se do interior aos portos; mas nos tres paizes estão-se construindo ramaes que dentro de pouco tempo não só poderão dar consideravel extensão á parte executada do projecto, mas pelo crescimento conseguinte do trafico, poderão assim garantir o bom exito de uma Estrada de Ferro Intercontinental.

Não existiam condições tão favoraveis no Mexico quando se projectava a construcção da primeira via-ferrea entre os Estados Unidos e aquella Republica. A empreza não encontrava o favor do publico porque se acreditava que não seria remunerativa, e hoje, decorridos apenas vinte annos, existem já tres linhas em constante actividade, alimentadas pelo commercio crescente entre as duas nações. Estas linhas ferreas, por effeito natural, promoveu o desenvolvimento mutuo de interesses, alentando ao mesmo tempo a construcção de outras vias em connexão com ellas.

Não ha, pois, razão para duvidar, fundando-se nestes, que são factos palpaveis, que a extensão das estradas de ferro para o Sul, produzirá iguaes, si não melhores resultados para o capital sem considerar-se a benefica influencia moral para o futuro das nações do Continente.

Parece proxima a realização do pensamento de unir os dous grandes oceanos por um canal atravez do Isthmo centro-americano, entre Costa Rica e Nicaragua; e si como é de esperar, se resolve breve a sua execução, a secção septentrional da Estrada de Ferro Intercontinental augmentará consideravelmente em importancia.

Na Segunda Conferencia Internacional Americana, reunida na cidade de Mexico de Outubro a Janeiro, 1901-2, se concordou ratificar as resoluções da Primeira Conferencia de Washington e fazer entre outras recommendações, a de que o Governo dos Estados Unidos de America iniciê, por meio dos representantes diplomaticos das Republicas Americanas acreditadas em Washington, as medidas mais apropriadas para a expedição, dentro de um anno, de commissarios que informem acerca das estradas de ferro existentes, e concessões que fariam os respectivos Governos para a construcção da via continental.

Este pensamento encontra hoje grande favor e pode-se esperar que com o novo impulso que se lhe dá, tornar-se há uma realidade.

Seja assim para bem de toda a America.

WASHINGTON, *Abril de 1902.*

TRATADO DE ARBITRAMENTO ENTRE O BRAZIL E A GRÃ BRETANHA.

Tratado de Arbitramento concluido no dia 6 de Novembro de 1901, entre o Brazil e a Grã Bretanha para a fixação dos limites entre o Brazil e a Guyana Britannica, sendo trocadas as respectivas ratificações no Rio de Janeiro em 28 de Janeiro de 1902.

O Presidente dos Estados Unidos do Brazil e Sua Magestade o Rei do Reino Unido da Grã Bretanha e Irlanda, Imperador do Hindostão, desejando terminar amigavelmente o desacordo existente entre os seus respectivos governos sobre os limites entre os Estados Unidos do Brazil e a Colonia da Guyana Britannica, resolveram submitter a arbitramento a questão suscitada, e, afim de concluirem um Tratado com esse objecto, nomearam respectivamente seus Plenipotenciarios:

O presidente dos Estados Unidos do Brazil, o Senhor JOAQUIM AURELIO NABUCO DE ARAUJO, Enviado Extraordinario e Ministro Plenipotenciario dos Estados Unidos do Brazil junto a Sua Magestade Britannica;

E Sua Magestade o Rei do Reino Unido da Grã Bretanha e Irlanda, Imperador do Hindostão, o Muito Honrado HENRY CHARLES KEITH PETTY FITZ MAURICE, Marquez de Lansdowne, Conde de Wycombe, Visconde Caln e Calnstone e Lord Wycombe, Barão de Chipping Wycombe, Barão Nairne, Conde de Kerry e Conde de Shelburne, Visconde Clanmaurice e Fitzmaurice, Barão de Kerry, Lixnaw e Dunkerron, Par do Reino Unido da Grã Bretanha e Irlanda, Membro do Muito Honrado Conselho Privado de Sua Magestade Britannica, Cavalleiro da Nobilissima Ordem do Jarreteira, etc., Principal Secretario de Estado de Sua Magestade para os Negocios Estrangeiros;

Os quaes, depois de se terem communicado os seus respectivos plenos poderes, que foram achados em boa e devida forma, estipularam os artigos que se seguem:

ARTIGO I.

O Presidente dos Estados Unidos do Brazil e Sua Magestade o Rei do Reino Unido da Grã Bretanha e Irlanda, Imperador do Hindostão, concordam em convidar Sua Magestade o Rei da Italia para decidir como arbitro a questão referente aos mencionados limites.

ARTIGO II.

O territorio em litigio entre os Estados Unidos do Brazil e a Colonia da Guyana Britannica será o territorio entre o Takutú e o Cotingo e uma linha tirada da nascente do Cotingo para léste, acompanhando o divisor das aguas, até um ponto proximo ao Monte Ayangemma, dahi para o sudeste, seguindo ainda a direcção geral do divisor das aguas até o monte chamado Annai, dahi pelo seu tributario mais proximo até o Rupununi, subindo este rio até á nascente e della atravessando a encontrar a nascente do Takutú.

ARTIGO III.

O arbitro será solicitado a investigar e a verificar a extensão de territorio, si o todo si parte da zona descripta no precedente artigo, que qualquer das Altas Partes Contractantes possa com direito pretender, e a determinar a linha de limites entre os Estados Unidos do Brazil e a Colonia da Guyana Britannica.

ARTIGO IV.

Ao decidir a questão que lhe é submettida, o arbitro verificará todos os factos que lhe parecer necessario averiguar para a solução da controversia, e se governará pelos principios do direito internacional que julgar applicaveis ao caso.

ARTIGO V.

A Memoria impressa de cada uma das Partes, acompanhada dos documentos, correspondencia official e outros meios de prova em que cada uma se apoia, será entregue em duplicata ao arbitro e ao Governo da outra parte em un prazo que não exceda de doze mezes, contados da data em que as ratificações deste tratado tiverem sido trocadas.

ARTIGO VI.

Dentro de seis mezes depois da entrega das memorias, na forma disposta no artigo anterior, cada uma das partes poderá do mesmo modo entregar em duplicata ao arbitro e ao Governo da outra parte

uma contra-memoria e novos documentos, correspondencia e outros meios de prova, em resposta á memoria, documentos correspondencia e mais provas apresentadas pela outra parte.

Si na memoria ou contra-memoria sujeita ao arbitro alguma das partes tiver especificado ou indicado qualquer relatorio ou documento que esteja em seu exclusivo poder sem juntar copia, será ella obrigada si a outra parte julgar conveniente pedir que o faça, a communicar-lhe a respectiva copia, e qualquer das partes, por intermedio do arbitro, poderá pedir que a outra apresente os originaes ou copias authenticas de quaesquer papeis adduzidos como provas, dando para esse fim aviso, em cada um dos casos, dentro de quarenta dias depois da entrega da memoria ou contra-memoria, e o original ou copia assim reclamada deverá ser entregue logo que seja possível, dentro de um prazo que não exceda de quarenta dias contados do recebimento do aviso.

ARTIGO VII.

Dentro de quatro mezes depois de expirar o prazo marcado para a entrega da Contra-Memoria pelas duas Partes, cada Parte entregará em duplicata ao Arbitro e ao Governo da outra Parte, um "Argumento" impresso mostrando os pontos e referindo-se ás provas em que se apoia cada Governo; e o Arbitro, si desejar maiores esclarecimentos sobre qualquer ponto do "Argumento" de alguma das Partes, poderá pedir nova exposição ou argumento escripto ou impresso a respeito d'elle, tendo em tal caso a outra Parte o direito de replicar do mesmo modo por uma exposição ou argumento escripto ou impresso.

ARTIGO VIII.

O Arbitro pode por qualquer causa que lhe parecer sufficiente, prorogar os prazos fixados nos Artigos V, VI e VII, ou qualquer delles, concedendo trinta dias addicionaes.

ARTIGO IX.

As Altas Partes Contractantes concordam em solicitar que a decisão do Arbitro seja dada, sendo possível, dentro de seis mezes contados da entrega do "Argumento" das duas Partes.

Concordam tambem em solicitar que a decisão seja dada por escripto, datada e assignada, e que seja lavrada em duplicata, sendo um dos exemplares entregue ao Representante dos Estados Unidos do Brazil para o seu Governo, e o outro entregue ao Representante da Grã Bretanha para o seu Governo.

ARTIGO X.

As Altas Partes Contractantes obrigam-se a aceitar a decisão proferida pelo Arbitro como solução completa, perfeita e definitiva da questão a elle sujeita.

ARTIGO XI.

As Altas Partes Contractantes concordam que os Indios e outros habitantes de qualquer parte do territorio contestado que pela Sentença do Arbitro venha a ser attribuida ou aos Estados Unidos do Brazil ou á Colonia de Guyana Britannica terão, dentro de dezoito mezes da data da sentença, a opção de se retirarem para o territorio da Colonia ou do Brazil, como seja o caso, elles e suas familias com os bens moveis que possuam, e de disporem livremente dos seus bens de raiz, e as Altas Partes Contractantes reciprocamente se obrigam a proporcionar todas as facilidades para o uso dessa opção.

ARTIGO XII.

Cada Governo satisfará as despesas do preparo e apresentação de sua causa. As despesas ocasionadas pelo processo Arbitral serão pagas repartidamente pelas duas Partes.

ARTIGO XIII.

O presente tratado, uma vez devidamente ratificado, entrará immediatamente em vigor depois da troca das ratificações, a qual terá logar na cidade do Rio de Janeiro dentro de quatro mezes desta data, ou antes si for possível.

Em testemunho do que os respectivos Plenipotenciarios firmaram o mesmo Tratado e lhe puzeram os seus sellos.

Feito em duplicata em Londres, em 6 de Novembro de 1901.

[L. s.]

JOAQUIM NABUCO.

DECLARAÇÃO.

Os Plenipotenciarios ao assignarem o Tratado que precede declaram como parte e complemento delle e sujeito á ratificação do mesmo, que as Altas Partes Contractantes adoptam como fronteira entre os Estados Unidos do Brazil e a Colonia da Guyana Britannica a linha divisoria das aguas entre a bacia do Amazonas e as bacias do Corentyne e do Essequibo desde a nascente do Corentyne até á do Rupununi ou á do Takutú, ou a um ponto entre ellas conforme á decisão do Arbitro.

[L. s.]

JOAQUIM NABUCO.

CONGRESSO GEOGRAPHICO NO RIO DE JANEIRO.

Um dos assumptos mais importantes estudados pela Segunda Conferencia Internacional de Republicas Americanas, reunida na cidade de Mexico, foi o da communicação interior entre as bacias hydrographicas da America do Sul. Com o fim de preparar a execução deste projecto,

a Conferencia resolveu que as nações do Orinoco, do Amazonas e do Prata, se reunissem em assemblea para estudar o melhor modo de levar a cabo o proposito. Por conseguinte, uma convenção foi concluida entre as Delegações da Republica Argentina e as da Boliva, Colombia, Equador, Paraguay, Peru e Uruguay, para a reunião de um Congresso Geographico na cidade do Rio de Janeiro dentro de um anno contado do dia 28 de Janeiro de 1902, a data da convenção.

O texto da convenção é como se segue:

Considerando: Que, de accordo com a exposição de motivos annexa e a Memoria de explorações apresentada á Conferencia Internacional pelo Sr. General D. RAFAEL REYES, resulta praticavel o projecto de communicar entre si as tres grandes bacias hydrographicas da America do Sul, estabelecendo a navegação desde o Orinoco até o Prata pelo interior do Continente;

Que devido á falta de communicação um immenso territorio dotado de inexgotaveis riquezas naturaes fica afastado da industria e do commercio do mundo;

Que entre os problemas estudados pela Conferencia Internacional, reunida em Mexico, o da communicação interior na America do Sul offerece a maior transcendencia para a civilização;

Que afim de preparar a execução de dito pensamento, convem que as nações do Orinoco, do Amazonas e do Prata, e as de seus afluentes respectivos, se reunam em assemblea para estudar a melhor forma de levar a cabo o proposito;

Que não encontrando-se já representadas nesta Conferencia as Republicas do Brazil e Venezuela, a cujos dominios pertencem as nascentes do Amazonas e do Orinoco, é necessario determinar a forma em que deve ser requerido seu concurso;

As Nações signatarias convieram no seguinte:

1º. A celebração de uma Conferencia Geographica fluvial dos paizes ribeirinhos que se reunirá na cidade de Rio de Janeiro dentro do prazo de um anno;

2º. O Excellentissimo Governo da Republica Argentina fica encarregado de conseguir do Excellentissimo Governo dos Estados Unidos do Brazil, a adhesão e o consentimento necessarios para a reunião de dita Conferencia.

3º. Solicita-se de ambos os Governos que tomem os passos necessarios para obter a adhesão dos demais paizes ribeirinhos e que façam a convocatoria respectiva.

4º. A Conferencia mencionada funcionará de conformidade com o seguinte programma, enquanto não for modificado por accordo dos Governos do Brazil, a Republica Argentina e Venezuela.

(a) Organizar commissões geographicas de exploração.

(b) Formular regulamentos para as diversas commissões.

- (c) Estabelecer os orçamentos de despesas que demandem os trabalhos.
- (d) Fixar as quotas proporcionaes que correspondam a cada um dos Governos interessados.
- (e) Organizar uma Secretaria Internacional destinada a concentrar os dados das explorações e apresentar aos Governos um projecto geral sobre communicacão das bacias hydrographicas.
- (f) Estudar todos os assumptos connexos com o proposito anterior que se referem á mais rapida execucao da obra e ás medidas que os Governos interessados devem adoptar individualmente ou em commum, para promover o bemestar dessas regiões.

CONGRESSO INTERNACIONAL DE AMERICANISTAS.

A decima-terceira sessão do Congresso Internacional de Americanistas foi convocada para reunir-se nas salas do American Museum of Natural History na cidade de Nova York no dia 20 de Outubro de 1902, e continuará em sessão até o dia 25, inclusive, do mesmo mez. O objecto deste Congresso é reunir os estudantes de archeologia, ethnologia e historia primitiva da America do Norte e do Sul, e desenvolver o conhecimento destes assumptos por meio de memorias e discussões.

As communicacões podem ser oraes ou escriptas em qualquer das seguintes linguas: Inglez, hespanhol, francez, allemão ou italiano (não se menciona o portuguez, talvez sem intenção). As discussões deverão ser curtas e serão concedidos trinta minutos para a leitura de cada memoria. As memorias que se apresentarem a este Congresso, si forem approvadas, serão publicadas no volume das actas. Os membros do Congresso de Americanistas deverão enviar ao Secretario geral, antes da reunião do Congresso, os titulos, e, si for possivel, um resumo de suas memorias.

Os seguintes assumptos serão tratados: (1) As raças nativas da America, sua origem, distribucao, historia, caracteristicos physicos, linguas, invenções, costumes e religião; (2) A historia das primeiras relações entre a America e o velho mundo.

Todas as pessoas interessadas no estudo de archeologia, ethnologia e historia primitiva da America do Norte e do Sul, podem ser membros do Congresso de Americanistas, communicando seu desejo ao Sr. MARSHALL H. SAVILLE, Secretario Geral da Commissão de Organizacao, American Museum of Natural History, Nova York. O Sr. MORRIS K. JESUP é Presidente, e o DUQUE DE LOUBAT, Vice-presidente da Commissão de Organizacao.

FRANQUIA POSTAL PARA AS PUBLICAÇÕES DA SECRETARIA.

No dia 9 de Abril de 1902, o Director Geral dos Correios dos Estado Unidos transmittiu ao Departamento de Estado dos Estados Unidos uma ordem assignada naquella data pela qual se concede franquia postal ás correspondencias e publicações da Secretaria Intenacional das Republicas Americanas quando forem dirigidas aos paizes que formam a União Internacional das Republicas Americanas.

Essa ordem foi expedida em virtude do acto do Secretario de Estado dos Estados Unidos, quem, no dia 4 de Abril, 1902, informou ao Director Geral dos Correios do disposto no artigo 8 da resolução concernente á reorganização da Secretaria Internacional das Republicas Americanas, como adoptada pela Segunda Conferencia Internacional de Estados americanos reunida na cidade de Mexico, que é o seguinte:

“Todas as publicações da Secretaria serão consideradas como documentos publicos, e serão conduzidas gratuitamente pelos correios das Republicas.”

O texto official de dita ordem é como se segue.

“Em cumprimento do artigo oitavo da Resolução relativa á reorganização da Secretaria Internacional das Republicas Americanas adoptada pela Segunda Conferencia Internacional de Estados Americanos, reunida ultimamente na cidade de Mexico, que dispõe o seguinte.

“Todas as publicações da Secretaria serão consideradas como documentos publicos e serão conduzidas gratuitamente pelos correios das Republicas.”

Fica por esta ordenado que as correspondencias e publicações da Secretaria das Republicas Americanas, que não excedam de quatro libras e seis onças (2 kilogrammas) de peso, que é o peso maximo dos impressos prescripto pela Convenção Postal Universal de Washington, serão conduzidas gratuitamente pelos correios quando forem dirigidas aos paizes que formam a União Internacional das Republicas Americanas, a saber:

Republica Argentina.	Guatemala.	Salvador.
Bolivia.	Haití.	San Domingo.
Brazil.	Honduras.	Estados Unidos.
Chile.	Mexico.	Uruguay.
Colombia.	Nicaragua.	Venezuela.
Costa Rica.	Paraguay.	
Equador.	Peru.	

H. C. PAYNE,
Director Geral dos Correios.

HESPAÑHA E OS PAIZES HISPANO-AMERICANOS.

Um telegramma ao "London Times," datado de Madrid, 11 de Março de 1902, diz que o Ministro das Relações Exteriores annunciou que naquella data o Governo da Hespanha, aproveitando-se da presença no Mexico de delegados de todos os paizes hispano-americanos, deu instrucções ao seu representante naquella capital para concluir tratados de arbitramento entre a Hespanha e os paizes referidos. Em obediencia a estas instrucções, o Marquez de Prat, Ministro da Hespanha junto ao Governo do Mexico, firmou convenios com a Republica Argentina, Bolivia, Colombia, Guatemala, Mexico, Paraguay, Salvador, Santo Domingo e Uruguay.

Por estes convenios se estabelece que todas as difficuldades que se suscitarem entre a Hespanha e os paizes mencionados serão submettidas a arbitramento, e que o arbitro deverá ser, ou o presidente de um Estado hispano-americano, ou um tribunal composto de hespanhões ou hispano-americanos, "afim de dar maior importancia a solidariedade de interesses que existe entre todos os ramos da raça hespanhola." As questões serão submettidas ao tribunal de arbitramento de Haya unicamente nos casos em que as partes deixem de concordar na escolha do arbitro.

Acereceenta o ministro que tratados semelhantes serão celebrados em breve com Costa Rica, Honduras, Peru e Venezuela.

 COLOMBIA.

DIREITO ADDICIONAL SOBRE CONTAS POR DIREITOS DE IMPORTAÇÃO.

O "Diario Oficial" de 23 de Agosto de 1901 publica o Decreto n. 1016, de 16 de Agosto de 1901, pelo qual se estabelece um direito adicional sobre certas contas por direitos de importação. O decreto dispõe o seguinte:

Artigo unico. Toda conta por direitos de importação, cujo valor não seja coberto dentro dos oito dias que presereve o artigo 146 do Codigo Fiscal, terá um direito adicional de 10 por cento, que se terá como contribuição de guerra, sem prejuizo da cobrança dos juros sobre o valor principal e sobre dito direito adicional.

ESTADOS UNIDOS.

COMMERCIO COM A AMERICA LATINA.

IMPORTAÇÕES E EXPORTAÇÕES.

Na pagina 1211 apparece a ultima relação do commercio entre os Estados Unidos e os paizes latino americanos, tomada da compilação feita pela Secção de Estatistica do Departamento do Thesouro dos Estados Unidos. A relação corresponde ao mez de Março de 1902, com uma relação comparativa para o mez correspondente do anno anterior, assim como para os nove mezes findos em Março de 1902, comparados com os correspondentes de 1901. Deve-se explicar que os algarismos das diversas alfandegas, mostrando as importações e exportações de um só mez não são recebidos no Departamento do Thesouro até quasi o dia 20 do mez seguinte e perde-se algum tempo necessariamente em sua compilação e impressão. Por conseguinte as estatisticas para o mez de Março, por exemplo, não são publicadas até os primeiros dias de Maio.

DESENVOLVIMENTO DO COMMERCIO COM OS PAIZES DA AMERICA LATINA.

O "Report on the Commercial Relations of the United States" (Relatorio sobre as Relações Commerciaes dos Estados Unidos), publicado pela Secção do Commercio Estrangeiro do Departamento de Estado dos Estados Unidos, contem um estudo valioso e interessante sobre o desenvolvimento do commercio entre os Estados Unidos e os paizes latino-americanos.

Quanto ao Mexico, diz-se que as mercadorias dos Estados Unidos tem grande accitação naquella Republica, mas que em certos generos, taes como fazendas, chapéos, calçado, mercearia e roupa para senhoras e senhores, os exportadores norte-americanos quasi não tem feito esforços para conseguir este commercio. Em geral, porém, o commercio vai augmentando e muitas firmas norte-americanas tem adoptado a praxe de enviar moços mexicanos ou cubanos como agentes commerciaes. Estes conhecem perfeitamente as necessidades deste ramo de actividade commercial e têm-se conseguido bons resultados. Diz-se que as fallencias são de pouca frequencia no Mexico e os viajantes commerciaes encontram uma classe conservadora de commerciantes que se orgulham de fazer seus negocios na base de promptos pagamentos. O empreendimento norte-americano tem figurado notavelmente no desenvolvimento da grande cidade de Monterey, sendo construidas em sua maior parte por emprezas norte-americanas as obras de abastecimento de agua, rede de esgotos, installações de gaz, estradas de ferro e fundições.

Em Guatemala, as machinas norte-americanas são altamente apreciadas. A sua superioridade sobre as machinas de outras procedencias, no que diz respeito a economia de combustivel dá-lhes influencia decisiva na procura que dellas se faz.

As tres quartas partes das importações de Honduras são de procedencia norte-americana, e nas Antilhas a procura de generos dessa procedencia vai em constante augmento. Em Haiti, as importações de machinas norte-americanas vão augmentando e São Domingo importa dos Estados Unidos 85 por cento de productos alimenticios, assim como chapéos e calçado em consideravel quantidade. Toda a madeira de construcção e grande parte de outros materiaes de construcção que se usam na ilha são de procedencia norte-americana.

Julga-se que será de grande beneficio o armazem fluctuante de amostras que os Estados Unidos vão estabelecer com o fim de desenvolver o commercio com os paizes latino-americanos e as Antilhas. Um navio será enviado dos Estados Unidos com destino á costa occidental do Mexico, America Central e America do Sul, tendo a bordo, ao cargo de vendedores habilitados, amostras de mercadorias de todas as classes proprias para o commercio dos tropicos.

Os beneficios reciprocos que resultarão de relações commerciaes mais estreitas formam a idea principal de um discurso pronunciado, a 19 de Abril, na reunião do "Banker's Club" de Chicago pelo Sr. INGALLS, presidente do club. Elle declarou que os Estados Unidos ainda faltam dos meios necessarios para conseguir o commercio dos paizes que ficam ao sul deste paiz. "O que é necessario fazer," acrescentou, "para promover o commercio com as Antilhas e os paizes sul-americanos, é estabelecer um systema de transportes e communicações entre o nosso paiz e os diversos portos e cidades destes paizes. O commercio sempre segue facilidades de communicação." É necessario, pois, demonstrar que as nações da America latina podem visitar os Estados Unidos com maior facilidade e a menor custo que a Europa; que os transportes são mais rapidos e os fretes mais baratos; que machinas as mais aperfeiçoadas podem ser obtidas neste lado do Atlantico e que ha no paiz capitães sufficientes para conceder creditos de longo prazo sob boas garantias e á alta taxa de juros.

Quanto aos paizes da America do Sul, diz o relatorio que o carvão norte-americano encontra um excellente mercado no Brazil, e que as machinas de escrever, machinas de coser, relógios de parede, relógios de bolso e os apparatus electricos continuam a occupar o lugar por elles ganho, ao passo que se vão conseguindo novos mercados para as bicyclettas, fechaduras, armas de fogo, cutelaria e quadros para gravuras. Insiste-se sobre a urgencia do estabelecimento de uma linha de vapores entre Nova York e o Brazil que seria de beneficio incalculavel para ambos os paizes. As ferragens norte-americanas não teem rival nos mercados do Brazil.

Os productos dos Estados Unidos que teem maior acceptação na Republica Argentina são instrumentos de diversas classes, fazendas de algodão, chapéos, calçado, etc. Pode-se ter uma idea do valor das transacções commerciaes entre as duas Republicas pelo facto de que em um dos bancos de Rosario, o augmento havido nos negocios com firmas norte-americanas durante o primeiro semestre de 1901, comparados com os do mesmo semestre do anno anterior, foi de 131 por cento.

As machinas de serração constituem a maior parte das importações no Chile procedentes dos Estados Unidos, e como a exploração de florestas é a principal industria das provincias meridionaes do Chile, a quantidade dessas machinas que se importam annualmente é consideravel. Tambem se importam dos Estados Unidos as machinas para moinhos de farinha de trigo que se usam naquelle paiz.

Na Republica de Colombia, vai augmentando a procura de camisas, collarinhos e punhos de fabricação norte-americana.

O commercio dos Estados Unidos com o Equador mostra um augmento muito satisfactorio, devido principalmente ás compras feitas para a estrada de ferro de Guayaquil a Quito, assim como ás communições mais rapidas, ás taxas de frete mais baixas e aos esforços dos agentes commerciaes.

No Uruguay, as manufacturas norte-americanas augmentam continuamente, e para conquistar por completo este mercado, só bastaria fazer esforços constantes.

COMMERCIO ESTRANGEIRO DURANTE OS PRIMEIROS NOVE MEZES DE 1901.

Segundo as estatisticas do commercio estrangeiro aos Estados Unidos durante os primeiros nove mezes do exercicio de 1902, organizadas pela secção de Estatistica do Departamento do Thesouro, houve um augmento nas importações, comparadas com as do periodo correspondente do anno anterior, de \$79,261,442, e uma diminuição nas exportações para o mesmo periodo, de \$59,551,963. O valor total das importações nos dous periodos em confronto foi de \$678,698,016 e \$599,426,674, e o das exportações foi de \$1,080,986,664 e \$1,139,668,627, respectivamente. Mais da metade da diminuição notada nas exportações foi produzida pela redução das exportações de productos agricolas, sendo estes no valor de \$693,837,455 em 1902, comparado com \$736,565,745 em 1901.

Essa redução é devida principalmente aos grandes prejuizos soffridos pela colheita do milho nos Estados Unidos. A exportação média annual deste cereal é de 200,000,000 alqueires, mas este anno a exportação deste producto não attingirá á quinta parte desta quantidade. As exportações de milho durante os nove mezes findos em Março, 1902, só chegaram a 24,369,964 alqueires, no valor de \$14,637,186, contra 146,130,059 alqueires no valor de \$66,936,873, no periodo correspon-

dente de 1901. As exportações de areia diminuíram de 24,843,967 alqueires no valor de \$7,755,362 em 1901, a 8,559,353 alqueires no valor de \$3,484,438 em 1902. Assim se vê que da diminuição total nas exportações de \$59,551,963, a quantia de \$56,470,621 foi realizada pela redução no valor das exportações de milho e aveia.

Outro producto cuja exportação durante os nove mezes de 1902 mostra uma redução consideravel sobre a do anno anterior, é o algodão. Esta diminuição, porém, é devida não a uma redução na quantidade exportada em 1902, mas á baixa no preço do producto. Ao contrario, as exportações de algodão tem augmentado notavelmente. A exportação total de algodão durante os nove mezes findos em Março de 1902, foi de 3,085,509,868 libras, contra 2,741,310,363 libras no periodo correspondente de 1901, ou seja um augmento de 344,199,505 libras. O valor desta exportação nos dous periodos foi de \$252,136,904 e \$264,340,805, respectivamente, o que mostra uma diminuição para 1902 de \$12,204,701.

Com relação á exportação de artigos manufacturados, ao passo que se nota uma ligeira diminuição na exportação total para os primeiros nove mezes de 1902, comparada com o mesmo periodo de 1901, o commercio na maior parte dos productos tem sido estacionario e em alguns nota-se um augmento. Entre estes figuram os instrumentos agricolas, livros e mappa, bicyclettas, pannos de algodão, polvora e substancias explosivas, artigos de borracha, arame de aço, machinas de escrever, tubos de ferro e accessorios, calçado, instrumentos musicos, oleos mineraes, manufacturas de tabaco, mobilia de casa e fazendas de lã. As exportações de linguados de cobre, aparelhos electricos e scientificos, trilhos de aço, etc., mostram uma diminuição. As exportações de productos manufacturados durante os nove mezes de que se trata representam o 27.75 por cento da exportação total, comparado com 27.21 por cento no mesmo periodo do anno anterior. Estas exportações representam um valor de \$294,859,812 em 1902, contra \$304,891,344 em 1901.

O confronto das estatisticas de importação para os nove mezes de 1902 e 1901, demonstra que, ao passo que houve um augmento nas importações em 1902 de \$79,261,442, desta somma \$63,008,968 representam o valor das materias primas importadas para serem empregadas nas industrias nacionaes. Dez artigos constituem a maior parte das materias primas importadas e são fibras, couros e pelles, borracha, seda crúa, estanho, madeiras não manufacturadas, lã, cobre, algodão em rama (proveniente em sua maior parte do Egypto) e grande porção dos artigos classificados como "productos chimicos."

O quadro que se dá em seguida mostra o valor total dessas importações durante os nove mezes findos em 31 de Março de 1902, comparado com o valor das do periodo correspondente de 1901. Observar-se-há que houve um augmento notavel na importação de todos estes productos em 1902, com a excepção da borracha e do estanho. No caso do

estanho, em que se nota uma ligeira diminuição no valor, os algarismos que representam a quantidade excedem aos do periodo correspondente do anno anterior, ao passo que a diminuição no valor das importações de borracha é tambem devida á baixa do preço.

	1901.	1902.
Productos chimicos.....	\$39,281,736	\$43,339,560
Cobre.....	11,016,009	19,762,870
Algodão em rama.....	5,163,187	9,145,333
Fibras.....	16,124,152	22,955,194
Couros e pelles.....	33,165,417	44,187,774
Borracha.....	20,033,924	18,855,769
Seda crúa.....	19,581,319	33,188,523
Estanho em linguados.....	14,486,223	13,411,046
Madeiras não manufacturadas.....	11,132,727	13,959,782
La crúa.....	8,743,510	12,615,874
Total.....	247,783,462	310,792,629

Não obstante a diminuição nas exportações durante os nove mezes de 1902, comparadas ás do mesmo periodo do anno anterior, a exportação total dos Estados Unidos é ainda superior á de qualquer outro paiz. Ha sómente dez paizes, além deste, cujas exportações excedem ás importações. Estes são a Republica Argentina, Brazil, Bulgaria, Canadá, Chile, Egypto, India Britannica, Mexico, Russia e Uruguay. A analyse das exportações médias mensaes de productos nacionaes feitas pelos diversos paizes que suppreem os mercados do mundo mostra que os Estados Unidos occupam o primeiro lugar, seguindo-se-lhe o Reino Unido, Allemanha, França, os Paizes Baixos e a India ingleza, na ordem dada. Na lista das nações importadoras, o Reino Unido occupa o primeiro lugar, vindo logo em seguida Allemanha, França, os Estados Unidos, os Paizes Baixos e Belgica.

Os seguintes quadros dão os valores e classificação do commercio estrangeiro dos Estados Unidos durante os dous periodos em comparação:

IMPORTAÇÃO.

Classificação.	Nove mezes findos em março de 1901.	Nove mezes findos em março de 1902.
Productos alimenticios e animaes.....	\$163,177,213	\$152,735,465
Materia prima que se emprega nas industrias nacionaes.....	189,319,425	243,161,020
Artigos em todo ou em parte manufacturados que se usam como material nas fabricas.....	58,461,036	67,631,109
Artigos manufacturados promptos para o consumo.....	100,630,891	113,563,778
Artigos de luxo, etc.....	87,835,109	101,606,344
Total.....	599,426,674	678,698,016

EXPORTAÇÃO.

Productos agricolas.....	\$736,565,745	693,837,455
Productos das manufacturas.....	804,891,344	294,859,812
Productos das minas.....	28,542,043	29,385,530
Productos das florestas.....	39,807,879	34,014,298
Productos da pesca.....	6,861,844	6,398,593
Productos diversos.....	3,814,807	3,986,490
Total dos productos nacionaes.....	1,120,483,662	1,062,432,156
Total dos productos estrangeiros.....	19,184,965	18,554,506
Total.....	1,139,668,627	1,080,986,662

O valor das importações de ouro nos primeiros nove mezes do exercício de 1902 é representado por \$44,572,977, contra \$58,768,572 no mesmo periodo de 1901. As exportações de ouro nos dous periodos de que se trata representam um valor de \$43,364,814 e \$32,822,191, respectivamente. As importações de prata foram avaliadas em \$22,431,339 em 1902, comparadas com \$29,336,428 em 1901, ao passo que as exportações desse mineral representavam um valor de \$38,956,242 e \$50,370,852, respectivamente.

RELAÇÕES COMMERCIAES COM A HESPAÑHA.

As relações commerciaes que se restabeleceram entre os Estados Unidos e a Hespanha são, ao que parece, mais cordiaes que nunca. Os algarismos apresentados pela Repartição de Estatística do Departamento do Thesouro mostram que tanto as importações nos Estados Unidos provenientes da Hespanha, como as exportações dos Estados Unidos para aquelle paiz foram, com uma só excepção, maiores no anno civil de 1901 que em qualquer anno anterior. Os productos importados da Hespanha no anno de 1901, foram no valor de \$7,040,758, ao passo que as exportações dos Estados Unidos para aquelle paiz foram avaliadas em \$16,785,711. Comparando-se o commercio de 1901 com o de 1891, vê-se que as importações procedentes de Hespanha subiram de \$4,906,475 a \$7,040,758 e que as exportações dos Estados Unidos com destino a Hespanha augmentaram de \$12,887,477 a \$16,785,711. Em 1898 as importações dos Estados Unidos procedentes de Hespanha foram avaliadas em \$3,608,308, e as exportações dos Estados Unidos para aquelle paiz foram no valor de \$8,050,475.

MEXICO.

MENSAGEM DO PRESIDENTE DIAZ.

RELATORIO LIDO PELO PRESIDENTE DA REPUBLICA AO ABRIR-SE O QUARTO PERIODO DE SESSÕES DO VIGESIMO CONGRESSO DA UNIÃO, O 1º DE ABRIL DE 1902.

* * * * *

No que diz respeito ás nossas Relações Exteriores, tem havido, no periodo a que este relatorio se refere, acontecimentos extraordinarios, cujo effeito tem sido a extensão das relações amistosas entre Mexico e as demais Republicas do Novo Mundo, assim como a consolidação do bom credito de nossa patria.

Como estava annunciado, a Conferencia Internacional Americana reuniu-se nesta cidade em 22 de Outubro ultimo, e desde logo empreendeu seus importantes trabalhos, que se prolongaram até o 31 de

Janeiro. Nella teve parte muito activa a Delegação Mexicana, composta de nove membros, que souberam distinguir-se por sua intelligencia, laboriosidade e o tacto com que levaram adiante, em cada caso, as instrucções que opportunamente receberam. Desses trabalhos em particular, tomareis conhecimento pelas publicações que já se tem feito das resoluções, recommendações e tratados que parcialmente, em sua maioria, ou por unanimidade firmaram os Delegados á Conferencia.

Além disto, já se estão publicando as actas das sessões de dita assemblea e o diario de seus debates em tres das linguas officiaes que se fallam na America. O que, sem duvida, chamará especialmente vossa attenção entre esses importantes accordos, nenhum dos quaes carece de grave transcendencia, é o tratado de arbitramento obrigatorio subscripto pelos Delegados de nove Republicas, ou sejá a maioria das que ao ultimo se achavam representadas na assemblea; a adhesão aos principios proclamados no justamente chamado Congresso da Paz, reunido no Haya em 1899, e a convenção firmada por todos os Delegados para sujeitar ao arbitramento os casos de reclamação de um governo por damnos e prejuizos causados a seus nacionaes. Este ultimo convenio que será remettido ao Senado com os demais que importem obrigações internacionaes, terá notaveis consequencias, sempre que sejá ratificado pelos principaes Governos cujos representantes o subscreveram.

O effeito geral, com respeito á Republica do Mexico, produzido pela Segunda Conferencia Pan-Americana não pode menos de ser favoravel ás relações que nos ligam com as nações de America e ao bom nome de nossa Republica; e os esforços que fez o Governo Federal para receber dignamente as delegações respectivas, ajudado pelos Governos de alguns Estados que em excursões convenientemente arranjadas foram visitados por aquellas, produziram o fructo que se esperava para dar a conhecer nosso paiz e satisfazer os desejos de nossos distinctos hospedes.

Decretada pelo Congresso dos Estados Unidos de America a devolução a Mexico do saldo das reclamações fraudulentas de WEIL E LA ABRA que aquelle Governo tinha distribuido, nosso Embaixador em Washington recebeu a somma correspondente, tomada daquelle erario.

Julgou-se de alta conveniencia e pelo mesmo se inicia o estabelecimento de outra legação na America do Sul, afim de que haja duas, uma para as Republicas do Atlantico e outra para as do Pacifico, cuja residencia será alternativamente no Chile e no Peru.

Concluidos já dous tratados de amizade e commercio, um com o Paraguay e o outro com Bolivia, assim como duas convenções postaes, uma com esta ultima nação e a outra com a Republica do Chile, se remettem esses convenios ao Senado para os effeitos constitucionaes. Á proposta da Legação de Hespanha, foi celebrado com essa nação um tratado de arbitramento obrigatorio muito comprehensivo e conforme

ao qual será o arbitro em cada caso, ou o Tribunal Internacional estabelecido no Haya, ou um dos presidentes das Republicas hispano-americanas. O dito tratado e uma convenção tambem com a Hespanha para facilitar a execução das cartas rogatorias judiciaes de um ao outro paiz, dispensando o requisito das legalizações a documentos enviados por via diplomatica, serão remettidos desde logo ao Senado para sua revisão constitucional.

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Convidado o Governo do Mexico para nomear delegados que o representasse no Congresso Sanitario Internacional que se reuniu na cidade de Habana no mez de Fevereiro ultimo, e acceito desde logo o convite, o executivo nomeou uma commissão que concorren áquella assemblea, na qual se tem chegado a conclusões muito favoraveis para todos os paizes americanos no que diz respeito á policia sanitaria internacional.

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O Conselho Municipal de Mexico continua com empenho as obras emprehendidas para o embellezamento da cidade e melhoramento de alguns de seus serviços. Ultimamente celebrou um novo contracto para o calçamento com asphalto de mais vinteecinho ruas; tem levado a effeito a reconstrucção e ampliação de varios edificios destinados para mercados e tem adquirido diversos predios para a construcção de outros novos que o constante augmento da população torna indispensaveis.

As obras de saneamento da capital, pelo menos na parte contractada com a empreza, podem ser consideradas terminadas; pois apenas faltam algumas obras secundarias e de aperfeiçoamento, que se concluirão dentro de alguns dias.

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A lei do notariado foi promulgada em Dezembro ultimo, depois de uma meditada elaboração. Ao pôr em pratica o preceito que ordena a incorporação do registro de hypothecas ao registro publico da propriedade, apresentaram-se serias difficuldades oriundas da necessidade que havia de levar a cabo essa operação sem suspender o despacho, nem prejudicar os interesses do publico. Hoje estão vencidas essas difficuldades, e tanto a instituição do notariado como a secção de hypothecas seguem um curso facil

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O executivo recebeu formal convite para que o Mexico esteja representado no proximo Congresso Internacional de Americanistas que ha de renuir-se em Nova York em Outubro proximo, e no decimo-quarto congresso de medicina que ha de ter lugar em Madrid, em Abril do anno vindouro. Esses convites foram acceitos, e opportunamente serão nomeados representantes officiaes para continuar realizando o proposito de estreitar os laços intellectuaes que Mexico tem com outros paizes.

De accordo com as leis que regem a propriedade industrial, foram expedidas duzentas trinta e uma patentes de invenção, e registradas cento e quatro marcas de fabrica e de commercio.

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O desenvolvimento da industria mineira evidencia-se pelo maior numero de titulos de minas que se expdem e pelo estabelecimento de novas refinações.

Durante o primeiro semestre do presente exercicio foram expedidos 1.837 titulos que abrangem uma superficie de 29,095 hectares, isto é, houve um augmento de mais de 100 por cento com respeito ao periodo correspondente do exercicio anterior. Foram celebrados contractos para a construcção de officinas metallurgicas no Districto de Zimapam do Estado de Hidalgo e no do Euerite do Estado de Sinaloa.

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Foram celebrados contractos para o aproveitamento de aguas em irrigação e como força motriz nos rios de Sabinas em Coahuila, Pesqueria Chica em Nuevo León, Blanco em Veracruz, Moctezuma em Hidalgo, Turbio em Guanajuato e Soto la Marina em Tamaulipas.

A exploração de terrenos nacionaes foi contractada na Ilha de Santa Margarita e em uma zona do Estado de Tabasco, assim como a extracção de concha de madreperola nas Ilhas do Espirito Santo e Cerralvo e nas costas da Baixa California, e a pesca nas lagunas Vazquez e Ostiones na costa do Pacifico.

Foram terminadas e approvadas as obras hydraulicas construidas pela Companhia La Aurora para aproveitar como força motriz as aguas do rio de Cuantitlán.

Começam a expedir-se auctorizações para a exploração do subsolo em busca de fontes de petroleo.

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No primeiro semestre do presente exercicio fiscal, houve no ramo de correios o seguinte movimento:

Estabeleceram-se 4 administrações locais, 2 succursaes e 45 agencias; sendo por conseguinte 2,133 o numero de repartições postaes existentes.

A correspondencia de toda a classe tem augmentado consideravelmente. No primeiro semestre deste anno foram postadas 74,000,000 de correspondencias, contra 72,000,000 no mesmo periodo do anno anterior.

Os vales postaes interiores ascenderam a \$16,000,000, contra \$12,000,000 em igual periodo do anno anterior.

Os vales postaes permutados entre o Mexico e os Estados Unidos tiveram um augmento de 37 por cento sobre os do primeiro semestre do anno fiscal anterior, ou seja um movimento de \$352,000. Desta quantia correspondem \$252,000 aos vales expedidos em Mexico, e \$102,000 aos expedidos pelos Estados Unidos.

A receita total arrecadada pela administração dos correios ascendeu a \$1,156,000, contra um \$1,039,000 no mesmo periodo do anno anterior, ou seja um augmento de 11½ por cento.

Acerea do ramo de Telegraphos devo informar que foram construidos 218 kilometros de linha; o fio de ferro foi substituido pelo de bronze em uma extensão de 185 kilometros e foi feita uma installação completamente nova dos fios federaes nas ruas desta capital. Além disto, foram feitos reparos em toda a rede, para os quaes foram usados 27 toneladas de arame de ferro e mais de 10 toneladas de fio de bronze.

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A situação financeira do paiz segue melhorando visivelmente, e não tardará muito tempo antes que desaparecerá por completo a depressão que se fez sentir em certas industrias no anno passado.

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Novas concessões para o estabelecimento de instituições de credito foram outorgadas neste ultimo periodo. O Estado de Chiapas tem já um banco de emissão que começou suas operações, e já foi concedida autorização para o estabelecimento de um outro no Estado de Hidalgo. Dezoito Estados já possuem bancos de emissão.

A companhia da Estrada de Ferro de Merida a Valladolid, com ramal a Progreso, obteve do Governo uma concessão para estabelecer armazens alfandegados no porto de Progreso.

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Senhores DEPUTADOS E SENADORES: Os principaes factos que vos acabo de expor demonstram que o paiz continua em sua marcha progressiva, sem deixar por isso de encontrar, como acontece á humanidade inteira, momentaneos tropeços que retardam seu progresso. Tereis tambem notado que o Executivo não poupa esforços para facilitar esse movimento civilizador, procurando melhorar em todas os seus ramos a administração publica. O impulso deve ser dado, como, sem duvida, tem sido dado, pelo povo mesmo, animado pela confiança que inspira a paz e a ordem publica; mas cabe ao Governo sustentalo e ajudalo na esphera de suas faculdades com todos seus elementos, entre os quaes sobressai por sua efficacia a sã e benefica influencia de seus legisladores.

SALVADOR.

MODIFICAÇÕES DA TARIFA.

O "Diario Oficial" publica as seguintes modificações da tarifa que tem sido decretadas pelo Governo do Salvador:

I. Decreto de 18 de Outubro de 1901, relativo aos saccoes que contemham café:

" Havendo occorrido duvidas com respeito ao decreto legislativo de

17 de Maio de 1901, no que se declara que os saccoes que contenham café para a exportação não pagarão direitos nem imposto algum, o Poder Executivo resolveu que o imposto de exportação sobre o café será cobrado nas alfandegas sobre o peso liquido do artigo, e para o effeito os inspectores deduzirão do peso bruto total o de duas e meia libras por cada sacco.

II. Decreto de 19 de Outubro de 1901, fixando os direitos que devem pagar os fios de linho ou canhamo não torcidos para sapateiros:

“Por este decreto, os fios de linho ou de canhamo não torcidos para sapateiros pagarão direitos de accordo com o art. 21 da tarifa, á razão de 30 centavos por kilo.”

III. Decreto de 23 de Outubro de 1901, estabelecendo a classificação da farinha de centeio.

“Este decreto dispõe que a farinha de centeio, não sendo especificada na tarifa vigente, deverá ser comprehendida no art. 57 da tarifa, para pagar a taxa de 2 centavos por kilo.”

IV. Decreto de 23 de Outubro de 1901, estabelecendo os direitos que devem pagar as meias curtas de fio de Escocia ou suas imitações.

“Este decreto dispõe que as meias curtas de fio de Escocia ou suas imitações devem ser classificadas no art. 14 da tarifa, para pagarem a taxa de 1 peso 50 centavos por kilo.”

V. Decreto de 23 de Novembro de 1901, estabelecendo os direitos que devem pagar os ventiladores electricos.

“Este decreto dispõe que os ventiladores electricos não especificados na tarifa, devem ser comprehendidos no art. 315 da tarifa, para pagarem a taxa de 30 centavos por kilo.”

VI. Decreto de 1º de Janeiro de 1902, concedendo temporariamente isenção de direitos ao milho e ao feijão.

“Por este decreto, declara-se livre de direitos e impostos, durante um anno, a introdução do milho e do feijão que se necessitem para o consumo. Essas mercadorias serão tambem isentas do pagamento da taxa de armazenagem.”

VII. Decreto de 8 de Janeiro de 1902, estabelecendo os direitos que devem pagar as caixinhas cylindricas de madeira para unguentos.

“Por este decreto, dispõe-se que as caixinhas cylindricas de madeira para unguentos, quando sejam ordinarias, feitas a torno e sem nenhum verniz, devem pagar um direito de 15 centavos.”

PRODUCCÃO DO LINHO DO MUNDO.

Segundo estatisticas organizadas pelo Departamento da Agricultura dos Estados Unidos, a produccão do linho do mundo em 1900, foi de 64,466,500 alqueires, contra 61,726,600 alqueires em 1899 e 72,938,500 alqueires em 1898. Da produccão total, mais de 95 por cento representa a quantidade produzida nos Estados Unidos, Russia India

e a Republica Argentina, e menos de 5 por cento, a produzida pelos outros paizes. A produçãõ total de linho em 1900 foi distribuida assim: Russia, 32.06 por cento; Estados Unidos, 31.02 por cento; India, 18.61 por cento; Republica Argentina, 13.75 por cento e os demais paizes, 4.56 por cento.

Quasi toda a fibra de linho que se consome no mundo é produzida na Europa, pois nenhum dos grandes paizes productores de linho fora da Europa se occupa desta industria. A quantidade de fibra de linho produzida no mundo em 1900, foi de 1,312,709,000 libras, contra 1,139,077,000 libras em 1899 e 1,780,693,000 libras em 1898. Da produçãõ total de fibra de linho em 1900, mais de 77 por cento corresponde á Russia e 25 por cento restante representa a produçãõ dos outros paizes da Europa.

A cotação da linhaça nos Estados Unidos em 1900-1901, foi a maior havida durante os ultimos vinte annos. Em Chicago, a cotação mais alta foi a registrada em Julho de 1901, quando o preço da linhaça subiu a \$1.90 por alqueire.

Os Estados Unidos exportaram durante o exercicio findo em 30 de Junho de 1901, 2,755,683 alqueires de linhaça no valor de \$4,319,102, e importaram durante o mesmo periodo 1,631,726 alqueires no valor de \$2,098,207, o que deixa um excesso de exportações sobre importações de 1,123,957 alqueires.

Em regra, uma colheita tal como a de 1900 (20,000,000 alqueires) produz 50,000,000 gallões de oleo ou 760,000,000 libras de massa ou farinha de linhaça. Como se sabe, o oleo de linhaça que se fabrica nos Estados Unidos é destinado quasi todo ao consumo domestico, não excedendo a 100,000 gallões, em média, as exportações annuaes deste producto. A maior parte da massa e farinha de linhaça que se fabrica é exportada, tendo attingido a 455,154,866 libras as exportações desses productos no exercicio que terminou em 30 de Junho de 1901. As exportações de massa de farinha de linhaça são enviadas em maior parte para a Allemanha e o Reino Unido. Das exportações totaes desses productos feitas durante o exercicio de 1900, a Allemanha e o Reino Unido receberam 33 por cento e 28 por cento, respectivamente.

É de notar-se que dos quatro paizes que produzem de 90 a 95 por cento da colheita total de linhaça do mundo, os Estados Unidos é o mais importante como manufactureiro de oleo e massa de linhaça. A maior parte da linhaça que se produz na Russia e na India encontra-se nos mercados do mundo como materia prima para ser depois convertida em productos manufacturados nas fabricas de Europa. A Republica Argentina fabrica de 10 a 15 por cento de sua colheita annual para o consumo nacional e o restante é exportado para ser manufacturado nas fabricas de Europa. A Russia exporta para a França, Allemanha, Inglaterra e outros paizes da Europa, quasi tres quartos de sua produçãõ total de linho.

PRODUCCÃO DA CORTIÇA DO MUNDO.

Segundo uma publicação official franceza, a produccão total de cortiça do mundo é de cerca de 1,000 toneladas por anno, sendo supprida exclusivamente por Portugal, Hespanha, França, Italia, Algeria, Tunisia e Marrocos.

Devido á falta de dados exactos sobre este assumpto, é difficil calcular, mesmo approximadamente, a area que comprehendem as arvores de cortiça nestes paizes. Sabe-se, porem, que as florestas em que se encontram essas arvores cobrem uma area de cerca de 600,000 hectares em Portugal, 426,000 hectares em Algeria, 300,000 hectares em Hespanha, 143,000 hectares em França, 82,000 hectares em Tunisia e 80,000 hectares na Italia. Pode-se dizer tambem que mais que a metade das florestas que actualmente se exploram para obter a cortiça existem na França, Algeria e Tunisia. Essas florestas consistem principalmente em arvores de cortiça, pinheiros e carvalhos verdes. Na parte oriental da Kroumiria existem florestas virgens de arvores de cortiça, as quaes, si fossem exploradas augmentariam consideravelmente a actual produccão de cortiça.

O consumo de cortiça augmenta de dia para dia e não ha duvida de que um augmento na produccão desta, especialmente das qualidades superiores, teria prompta sahida. Na actualidade, a França, o Reino Unido, Allemanha, Russia e os Estados Unidos recebem cerca de 85 por cento da quantidade total de cortiça que se consome annualmente no mundo.

A Allemanha, Russia e os Estados Unidos impõem direitos prohibitivos sobre as importações de artigos manufacturados de cortiça, ao passo que a cortiça não manufacturada entra quasi livre de direitos. O Reino Unido é o unico paiz que não impõe direitos sobre a cortiça manufacturada e em bruto. Os artigos manufacturados de cortiça que se importam naquelle paiz vem principalmente de França, Hespanha e Portugal. Em 1900 Portugal exportou para a Inglaterra 5,916,000 libras de cortiça. A Hespanha envia principalmente manufacturas de cortiça, Catalunha exportando entre outros artigos, rolhas para champagne de qualidade superior que se vendem por um preço que varia de 157 a 165 francos por milheiro.

A cortiça de Portugal que cresce com grande rapidez devido á humidade do clima é inferior em qualidade á da costa do Mediterraneo.

A cortiça de Africa não tem mais a má fama que outr'ora tinha, tendo feito desaparecer esta impressão as amostras de cortiça africana expostas na Exposição de Pariz de 1900.

EXTENSÃO DAS VIAS FERREAS DO MUNDO.

A metade do numero total de milhas de vias ferreas construidas no mundo dentro dos setenta annos que têm transcorrido desde que se demonstraram sua exequibilidade e vantagens praticas, corresponde aos Estados Unidos. A extensão total das estradas de ferro abertas ao trafego em Janeiro de 1902 foi de 484,348 milhas. Deste total correspondem á America do Norte, 220,657 milhas; á Europa, 168,605 milhas; á Africa, 35,580 e á Australia, 15,282 milhas.

Comparando a extensão das linhas ferreas dos diversos paizes, vê-se que os Estados Unidos occupam o primeiro lugar com 199,378 milhas, seguindo-lhe em ordem o Imperio Allemão com 31,934 milhas; Russia, 29,894 milhas; França, 26,613; India, 25,035; Austria Hungria, 22,919; Grã Bretanha e Irlanda, 21,700; Canadá, 17,657; Australia Britannica, 15,266; Republica Argentina, 10,419; Italia, 9,810; Mexico, 9,603; Brazil, 81,718 e Hespanha, 8,300 milhas. Em 1830, a extensão das vias ferreas nos Estados Unidos foi de 23 milhas; havia 2,818 milhas em 1840; 9,021, em 1850; 30,626, em 1860; 52,922, em 1870; 93,262, em 1880; 166,654, em 1890 e 194,321 milhas em 1900.

O nono supplemento semi-annual da "Railroad Gazette," que sahio á luz no dia 28 de Março de 1902, dá uma lista de todas as estradas de ferro em construção ou em projecto nos Estados Unidos (inclusive Porto Rico, Hawaii e as Philippinas), Canadá e Mexico. Segundo esta publicação, ha 1,502 estradas de ferro em projecto que representam 1,142 companhias. Deste numero, 1,308 representam estradas projectadas por 995 companhias de vias ferreas dos Estados Unidos; 157 representam as que têm em projecto 119 companhias no Canadá e 37 são linhas que serão construidas no Mexico, no interesse de 28 companhias. O numero de estradas de ferro projectadas para cuja construção já foram outorgadas concessões, é de 453, das quaes 399 correspondem aos Estados Unidos, 42 ao Canadá e 12 ao Mexico.

BIBLIOGRAPHIA.

Nesta secção do Boletim Mensal se tratará dos livros e folhetos enviados á Secretaria Internacional das Republicas Americanas que se referem a assumptos de interesse aos paizes da União Internacional das Republicas Americanas.

A bibliotheca desta Secretaria recebeu ultimamente uma obra intitulada "Landwirtschaft und Kolonization im Spanischen Amerika" (Agricultura e Colonização nos Paizes Hespano-Americanos), escripta por Dr. KARL KRAEGER. O Dr. KRAEGER, que é um engenheiro

agricola addido da Legação allemã em Buenos Aires, reuniu em dous volumes grande quantidade de informações e dados estatísticos, inclusive os relatorios officiaes transmittidos ao Ministerio das Relações Exteriores da Allemanha pelas Legações allemães em Buenos Aires e Mexico durante os annos de 1895-1900. Estes relatorios são o resultado de investigações pessoaes e sua publicação é auctorizada pelo Governo Allemão. Diz o auctor que neste livro procurou tratar ligeiramente das condições politico-economicas e agricolas, mas a maior parte delle é consagrada á publicação de simples factos. Um indice detalhado faz o livro valioso como obra de consulta. O primeiro volume é consagrado quasi todo á Republica Argentina, tratando das condições agricolas nas provincias de Santa Fé, Córdoba, Entre Rios e Buenos Aires, especialmente da cultura do trigo, assucar, vinho e da criação de gado. Outros capitulos são consagrados ao Uruguay, Paraguay, o Territorio da Pampa Central e Patagonia. O volume II contem capitulos sobre o Chile, Bolivia, Perú, Equador, e Mexico. O primeiro volume contem uma carta graphica mostrando a variação dos preços do trigo e da farinha.

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BULLETIN MENSUEL

DU

BUREAU INTERNATIONAL DES RÉPUBLIQUES AMÉRICAINES,

Union Internationale des Républiques Américaines.

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No. 5.

CHEMIN DE FER INTERCONTINENTAL.

RAPPORT DU COMITÉ DU CHEMIN DE FER PAN-AMÉRICAIN PRÉSENTE LE 29 NOVEMBRE, 1901, À LA SECONDE CONFÉRENCE INTERNATIONALE DES PAYS DE L'AMÉRIQUE.

Le Comité du Chemin de Fer Pan-Américain de la Seconde Conférence Internationale des pays de l'Amérique soumet le rapport qui suit:

A la première conférence qui a eu lieu à Washington pendant l'hiver de 1889-1890, le comité des chemins de fer, qui se composait de délégués représentant les dix-huit gouvernements américains, en soumettant son rapport qui a été approuvé et adopté à l'unanimité par les membres de la conférence, s'est exprimé ainsi:

“1°. Qu'un chemin de fer unissant toutes les nations représentées à cette conférence ou du moins la majorité d'entre elles, contribuerait d'une manière considérable au développement des relations cordiales entre les dites nations et à l'augmentation de leurs intérêts matériels.

“2°. Que le meilleur moyen de faciliter sa construction serait de nommer une commission internationale d'ingénieurs chargés de déterminer les routes possibles, leur longueur exacte, l'estimation des frais de construction de chacune d'elles, et aussi de comparer leurs avantages respectifs.

“3°. Que ladite commission doit se composer d'un groupe d'ingénieurs dont trois seront nommés par chaque nation et qu'alors cette commission aura le droit de se diviser en sous-commissions et de nommer autant d'autres ingénieurs et employés qu'elle jugera nécessaires à l'exécution plus rapide des travaux.

“4°. Que chacun des gouvernements acceptant d'en faire partie, pourra nommer à ses frais des commissionnaires ou ingénieurs pour servir en qualité d'auxiliaires dans les sous-commissions chargées de faire l'étude et le tracé des différentes sections de la ligne.

“5°. Que le chemin de fer, autant que le permettront les intérêts communs, doit relier entre elles les villes principales situées à proximité de sa route.

“6°. Que si pour remplir les conditions de l'article 5, il est impossible de changer la direction de la ligne sans s'exposer à de grands inconvénients, on devra faire des études pour établir des embranchements qui relieront ces villes à la ligne principale.

“7°. Qu'en vue de réduire les frais de cette entreprise, on devra utiliser les chemins de fer qui existent déjà, autant que le permettront la route et les conditions du chemin de fer continental.

“8°. Que si les résultats des études et du tracé montrent qu'il est vraiment possible et utile de faire cette ligne, on devra la mettre en adjudication en tout ou en partie.

“9°. Que la construction, la direction et l'exploitation soient aux frais des concessionnaires, sous-concessionnaires ou entrepreneurs qui seront tenus de remplir toutes les formalités nécessaires et surtout d'obtenir le consentement des gouvernements respectifs.

“10°. Que tous les matériaux nécessaires à la construction et à l'exploitation du chemin de fer soient exempts de droits de douane, tout en étant assujettis aux règlements nécessaires, afin d'éviter les abus qui pourraient se produire sous le couvert de ce privilège.

“11°. Que toutes les propriétés mobilières ou foncières de la ligne employées dans sa construction et dans son exploitation soient exemptes de tout impôt national, provincial, ou municipal.

“12°. Que l'exécution d'un travail de cette importance mérite d'être encouragée dans toute la mesure du possible, par des subsides, des concessions de terrains, ou des prêts faits au taux d'intérêt le plus bas.

“13°. Que les appointements des membres de la commission ainsi que les dépenses faites pour les études et tracés de la ligne soient payés par les nations adhérentes en proportion du nombre de leurs habitants en prenant pour base le dernier recensement officiel. En l'absence de ce document les différents Gouvernements s'entendront entre eux sur la somme à payer.

“14°. Que le chemin de fer soit déclaré neutre en tout temps afin d'assurer la liberté du trafic.

“15°. Que l'approbation des études, les conditions des adjudications, la protection des concessionnaires, l'inspection des travaux et les lois s'y rapportant, la neutralité du chemin de fer et le passage libre des marchandises en transit soient, dans le cas prévu par l'article 8, l'objet d'une entente spéciale entre toutes les nations intéressées.

“16°. Qu'aussitôt que le Gouvernement des Etats-Unis aura reçu l'avis officiel de l'adhésion des autres Gouvernements aux considérations

ci-dessus, il les invite à nommer la commission d'ingénieurs dont on a parlé dans l'article 2, afin qu'elle puisse se réunir à Washington le plus tôt possible."

M. BLAINE, qui était alors Ministre des Affaires Etrangères des Etats-Unis, s'est exprimé ainsi en communiquant au Président HARRISON le rapport ci-dessous du comité du chemin de fer:

"Ce rapport est le plus important qui nous a été remis par la Conférence Internationale Américaine et je le recommande sérieusement à votre attention, ayant pleine confiance que le Congrès agira avec la plus grande promptitude pour permettre à notre Gouvernement de prendre part à l'avancement de cette entreprise.

"C'est le seul moyen pour notre Gouvernement et le peuple des Etats-Unis de contribuer au développement et à la prospérité de nos Républiques sœurs ainsi qu'à l'expansion de notre commerce."

Le Président en transmettant le rapport au Congrès s'est exprimé ainsi au sujet de l'importance du projet:

"Au Sénat et à la Chambres des Députés:

"Je vous transmets ci-inclus un rapport de la Conférence Internationale Américaine qui dernièrement a tenu ses séances dans notre capitale. Ce rapport recommande des études spéciales d'une route pour construire un chemin de fer intercontinental mettant en communication les réseaux de l'Amérique du Nord avec ceux de l'Amérique du Sud.

"L'attention du public a été attirée d'une manière toute spéciale sur l'amélioration des moyens de communication par eau entre les ports des Etats-Unis et ceux de l'Amérique du Centre et du Sud; et le meilleur moyen de développer et augmenter le commerce avec les nations de l'Amérique Latine serait la création de nouvelles lignes de paquebots perfectionnés. Mais on ne doit pas oublier que l'on peut aller par terre de Washington à la capitale la plus au sud de l'Amérique Méridionale et que l'ouverture d'une ligne de chemins de fer nous mettant en communication avec ces nations amies leur fournirait, ainsi qu'à nous, des facilités de communication et d'échanges commerciaux d'une valeur toute spéciale. Les travaux à entreprendre sont immenses, mais malgré cela ils sont entièrement réalisables.

"Il est très intéressant pour tout le monde et peut-être surprenant pour la plupart d'entre nous de savoir combien de chemins de fer existent déjà au Mexique et dans l'Amérique du Sud, et jusqu'à quel point on peut les utiliser pour la grande ligne intercontinentale.

"Je n'hésite pas à demander au Congrès de voter la faible allocation nécessaire aux études et tracés suggérés par la conférence et d'autoriser la nomination de commissaires et d'officiers du génie pour diriger et conduire les premières études nécessaires.

"BENJ. HARRISON.

"FAIT À LA MAISON BLANCHE, le 19 mai 1890."

Les Etats-Unis, ainsi que plusieurs des autres pays intéressés dans la construction du chemin de fer continental, ont voté l'allocation qui leur a été demandée pour subvenir aux frais des études préliminaires destinées à servir de renseignements pour mener cette entreprise à bonne fin.

Bientôt après, la commission du Chemin de Fer Intercontinental, représentée par onze gouvernements d'Amérique, a commencé ses travaux. M. A. J. CASSATT, le président actuel du chemin de fer de la Pennsylvanie, l'un des réseaux les plus grands et les plus riches du monde, a été nommé à l'unanimité président de la commission et M. H. G. DAVIS a été élu président du comité des finances. La commission a dépensé environ \$360,000 pour les études, les cartes, les imprimés, etc. On a envoyé trois groupes d'ingénieurs sur le terrain et les résultats de leurs travaux, couvrant une période de plusieurs années, qui s'est terminée en 1895, ont fait ressortir que la distance approximative de New York à Buenos Ayres, en utilisant les voies existantes, serait de 10,471 milles, dont la moitié environ, qui était achevée à cette époque, est maintenant en exploitation.

La lettre officielle suivante, écrite par le Capitaine E. Z. STEEVER, secrétaire de la commission du Chemin de Fer Intercontinental donne les renseignements les plus dignes de foi sur le chemin de fer qu'on pourrait utiliser pour une partie de la ligne continentale et indique aussi combien il en reste encore à construire :

“COMMISSION DU CHEMIN DE FER INTERNATIONAL,
Washington, D. C., le 16 janvier, 1896.

“A l'Honorable HENRY G. DAVIS,
Washington, D. C.

“MONSIEUR: Conformément à la demande verbale que vous avez faite le 14 courant à ce Bureau, j'ai l'honneur de vous donner ci-dessous une idée approximative de la longueur qu'exigerait un chemin de fer allant de New York à Buenos Ayres (République Argentine). Il y a maintenant des communications ferrées jusqu'à Oaxaca, République du Mexique; de plus on a fait des études et d'après les journaux on a accordé des concessions pour relier Oaxaca à un point déterminé sur la frontière Mexico-guatémaliennne. La ville de Puebla se trouve à 129 milles au sud-est de Mexico sur le Ferrocarril Interocéanico et à 115.6 sur le Ferrocarril Mexicano. La première de ces lignes est à voie étroite et la dernière à voie normale. Oaxaca est à 227.6 milles au sud-est de Puebla sur le Ferrocarril Mexicano del Sur, et par conséquent à 356.6 milles de Mexico sur une ligne et à 343.2 milles sur l'autre ligne.

“Oaxaca est actuellement la ville la plus méridionale ayant des communications ferrées avec Mexico et la distance qui la sépare de la frontière du Guatémala exigerait un chemin de fer d'environ 400 milles de longueur.

Les études et tracés faits par la commission du chemin de Fer Intercontinental ont commencé à la frontière nord-ouest du Guatémala et se sont étendus jusqu'à la frontière ouest de la Bolivie. La longueur approximative du chemin de fer devant servir à relier la frontière sud-est du Mexique à la capitale de la République Argentine, serait la suivante:

	Milles.
Dans le Guatémala	230
Dans le Salvador	220
Dans le Honduras	70
Dans le Nicaragua	224
Dans le Costa Rica	363
Dans la Colombie	1,372
Dans l'Equateur	635
Dans le Pérou	1,671
Dans la Bolivie	774
Dans la République Argentine.....	1,143
Total	6,702

La distance de New York à Laredo est de 2,187 milles; de Laredo à Mexico on compte 839 milles; de Mexico à Oaxaca, 343 milles et de Oaxaca à la frontière du Guatémala 400 milles, soit un total de 3,769 milles; ce qui fait que la distance totale de New York à Buenos Ayres est de 10,471 milles.

Sur les 6,702 milles mentionnés plus haut, les embranchements suivants sont en exploitation:

	Milles.
Dans le Guatémala, d'Escuintla à Patulul	30
Dans le Salvador, de Sonsonate à Atos	20
Dans le Nicaragua, de Chinandega à La Paz.....	31
Total pour l'Amérique Centrale	81
Dans le Pérou, de Simani à Puno	151
Dans la Bolivie, de Oruro à Huanchaco	192
Dans la République Argentine, de Jujuy à Buenos Ayres.....	993
Total pour l'Amérique du Sud.....	1,336

Soit pour l'Amérique du Centre et du Sud, un total général de 1,417 milles déjà construits et en exploitation.

En déduisant des 6,702 milles ces 1,417 milles, on a 5,285 milles de chemins de fer à construire afin d'assurer une voie ferrée allant de la frontière Méridionale du Mexique jusqu'à la capitale de la République Argentine, c'est-à-dire, que la moitié de la distance entre New York et Buenos Ayres est déjà couverte par des chemins de fer.

On pense que des études additionnelles, surtout dans le Pérou, raccourciront la longueur des lignes exigées, mais les renseignements donnés ci-dessus sont les meilleurs qu'on puisse se procurer à cette date.

Espérant que cet exposé vous fournira les renseignements que

vous désirez, veuillez agréer, Monsieur, l'assurance de mes sentiments respectueux.

“ E. Z. STEEVER,
“ *Le Secrétaire.*”

Le tableau ci-dessous donne un sommaire du rapport des ingénieurs de la Commission du Chemin de Fer Intercontinental en ce qui a trait à la longueur de la ligne continentale projetée déjà construite entre New York et Buenos Ayres, l'emplacement des sections nécessaires pour former une ligne directe et les estimations des frais de construction de cette même ligne.

Noms des pays.	Longueur des lignes construites ou projetées.		Lignes construites.		Lignes projetées.		Frais pour nivellements, maçonnerie et ponts.
	Milles.	Kilomètres.	Milles.	Kilomètres.	Milles.	Kilomètres.	
Amérique Centrale.....	1,043.00	1,678.53	211.30	340.05	831.70	1,338.48	\$17,154,517.00
Colombie.....	1,354.04	2,179.10	.....	.....	1,354.04	2,179.10	33,738,424.84
Équateur.....	2,397.04 656.00	3,857.63 1,058.94	211.30	340.05	2,185.74 658.00	3,517.58 1,058.94	50,892,941.84 26,863,885.00
Pérou.....	3,053.04 1,738.51	4,916.57 2,873.48	211.30 151.61	340.05	2,843.74 1,683.90	4,576.52 2,629.48	77,756,996.94 65,758,146.00
Bolivie.....	4,840.55 587.55	7,790.05 945.56	362.91 195.06	584.05 313.91	4,477.64 392.49	7,206.00 631.65	143,514,942.34 12,023,329.00
République Argentine.....	5,428.10	8,735.61	557.97	897.96	4,870.13	7,837.65	155,538,271.84
Etats-Unis.....	1,061.66	1,708.56	936.66	1,507.40	125.00	201.16	4,000,000.00
Mexique.....	6,489.76 2,094.00	10,444.17 3,369.93	1,494.63 2,094.00	2,405.36 3,369.93	4,995.13	8,038.81	159,538,271.84
Total.....	8,583.76 1,644.30	13,814.10 2,646.22	3,588.63 1,183.30	5,775.29 1,904.32	4,995.13 461.00	8,038.81 741.90	159,538,271.84 14,752,000.00
	10,228.06	16,460.32	4,771.93	7,679.61	5,456.13	8,780.71	174,290,271.84

D'après le tableau ci-dessus on voit que les ingénieurs de la Commission au moment où leur rapport a été fait, c'est-à-dire en 1895, ont estimé qu'il faudrait \$175,000,000 pour construire les chemins de fer nécessaires à relier les lignes déjà existantes afin d'établir une communication directe.

Depuis lors on a construit d'autres chemins de fer qui pourront être utilisés dans le système continental, et ce comité pense que maintenant il suffira de construire 5,000 milles de voie pour établir les communications ferrées entre les réseaux de l'Amérique du Nord et ceux du Sud.

En basant le coût à \$40,000 par mille, ce que nous croyons suffisant, une somme de \$200,000 serait nécessaire pour achever ce grand travail.

Les études faites par les ingénieurs de la Commission montrent qu'il est possible de construire les lignes dont on a besoin, et il ne doit pas être difficile de trouver l'argent nécessaire à cette entreprise quand on considère les résultats.

Les réseaux des chemins de fer des Etats-Unis maintenant en exploitation, tels que Pennsylvania, New York Central, Atchison, Northern

Pacifique, Union Pacific, Southern Pacific, Southern et autres s'étendent sur une longueur plus grande que celle nécessaire à la réalisation du Chemin de Fer Continental et chacun de ces réseaux possède des obligations et des actions dont le montant dépasse la somme nécessaire pour cette entreprise, d'après les estimations qui en ont été faites.

Le Gouvernement Russe vient de terminer un long chemin de fer dans le but de développer les ressources de la Sibérie. Les dépenses de cette ligne ont dépassé de beaucoup celles qu'on a estimées nécessaires pour le chemin de fer intercontinental et les difficultés qu'on a rencontrées dans le cours de sa construction ont été beaucoup plus difficiles à surmonter.

La République du Mexique nous donne un exemple récent des avantages que l'on peut tirer de l'accroissement des moyens de communication par chemins de fer.

Les délégués mexicains à cette Conférence s'expriment ainsi dans leur rapport au sujet du Chemin de fer Intercontinental:

“Quant au Mexique, ce pays n'a jamais cessé de faire des efforts et même des sacrifices afin d'achever son réseau de chemins de fer, le dirigeant vers le sud de manière à le relier aux lignes que pourraient construire les Républiques de l'Amérique Centrale. Le réseau mexicain s'unit déjà à plusieurs endroits sur la frontière du Nord avec plusieurs chemins de fer importants des Etats-Unis d'Amérique.

“On étudie maintenant un projet pour faire une ligne qui sera reliée au Chemin de fer Interocéanique actuellement en exploitation à travers l'Isthme de Tehuantepec; et dernièrement on a accordé une concession avec des subventions importantes pour la construction d'une ligne de chemin de fer qui, partant de la ligne de Tehuantepec, se dirigerait vers la frontière du Guatemala.”

Les délégués disent aussi que “les Mexicains et leur gouvernement ont toujours eu le désir d'augmenter et d'améliorer les facilités de communications intérieures pour développer l'exploitation des ressources naturelles et le commerce avec les autres nations.”

Quoique la construction de la ligne continentale soit un travail énorme, les profits qui pourraient en résulter ne sont pas douteux et les obstacles à surmonter ne sont pas aussi grands que ceux que les entrepreneurs ont rencontrés dans les Alleghanies et les Montagnes Rocheuses lors de la construction des chemins de fer qui les traversent.

L'expérience a partout démontré que le développement des richesses naturelles d'un pays suit l'établissement de communications ferrées, et la construction d'un réseau de chemin de fer mettant toutes les Républiques de cette hémisphère en communication, contribuerait plus que toute autre chose au développement intérieur des Républiques du Sud.

Maintenant, les pays qui n'ont pas de chemins de fer ne peuvent envoyer sur les marchés que les produits pouvant être transportés à dos de mulet ou autrement jusqu'aux ports d'exportation, et souvent

les endroits auxquels les navires font escale sont situés à des centaines de milles de distance les uns des autres. Dans les endroits situés sur une ligne de chemin de fer on peut faire des envois d'un point à un autre, à quelques milles de distance. Il y a dans l'Amérique du Centre et du Sud de grandes étendues où se trouvent des gisements de minerais, des terres susceptibles de cultures et des forêts qui sont pour ainsi dire inexploités à cause du manque de moyens de transport. Les statistiques de la plupart de ces pays démontrent que, jusqu'ici on n'a développé que les sections contiguës à la mer. Non seulement cette ligne de chemin de fer aiderait au développement d'un territoire qui, maintenant, est tout à fait inaccessible et ajouterait à la richesse générale des pays traversés, mais encore les facilités de communication feraient naître une concurrence entre les chemins de fer et les lignes de paquebots dans les régions qui dépendent maintenant de ces derniers.

La concurrence est l'âme du commerce, et tandis qu'on ressent le besoin d'augmenter et d'encourager les moyens de transport par eau plus directs entre les Républiques d'Amérique, on sait que la prospérité et le développement entier de ce pays exigent tout à la fois des moyens de transport par chemins de fer et par eau.

En cas de guerre entre quelques-unes des Puissances européennes l'interruption de communication maritime pourrait entraver sérieusement le commerce, mais le danger de ce chef serait diminué considérablement si les Républiques de l'Amérique pouvaient communiquer entre elles au moyen de chemins de fer sans avoir recours à la navigation maritime.

Un pays, ou une section d'un pays, dépourvu de chemins de fer est en arrière et ne peut pas concourir d'une manière avantageuse avec les régions dotées de ces avantages. Lors de la construction du premier chemin de fer du Mississipi jusqu'au Pacifique, il y avait beaucoup de personnes qui doutaient du succès financier de la ligne, le pays à traverser étant dépourvu en beaucoup d'endroits de toute habitation.

Il existe maintenant plusieurs lignes qui toutes sont rémunératrices. Le développement rapide de la grande région de l'ouest des Etats-Unis, dû en grande partie aux communications ferrées, a été la merveille de l'époque. L'intérieur des Etats-Unis, surtout dans l'ouest et le sud-ouest, de même que l'intérieur des Républiques méridionales, retireraient les plus grands avantages de l'établissement d'un chemin de fer continental parce que ces régions seraient alors pourvues de communications plus étroites et plus directes entre elles.

Il est difficile d'estimer quel sera le commerce, quand les 195,000 milles de voie ferrée des Etats-Unis et les 10,000 milles du Mexique seront reliés aux 10,600 milles de voie ferrée de la République Argentine et aux réseaux des autres républiques américaines.

Depuis l'établissement de communications ferrées entre le Mexique

et les Etats-Unis, le commerce entre ces deux pays a considérablement augmenté de sorte qu'aujourd'hui le Mexique expédie plus des 70 pour cent du total de ses exportations aux Etats-Unis et ce pays lui exporte des articles d'à peu près de la même valeur. Pendant l'année finissant le 30 juin 1901, les Etats-Unis ont importé de l'Amérique du Centre et du Sud des marchandises d'une valeur de \$121,000,000, soit environ 14 pour cent du total de leurs importations; et pendant la même période les exportations des Etats-Unis dans ces pays se sont élevées à \$52,000,000, soit environ 10 pour cent seulement du total des importations de l'Amérique du Centre et du Sud.

Pour montrer le manque actuel de moyens de communication entre les républiques de l'Amérique, quelques-uns des délégués de cette conférence ont été obligés, pour se rendre à Mexico, d'aller d'abord en Europe pour revenir à New York; d'autres sont venus par San Francisco. Une lettre ou un colis postal envoyé du Mexique ou des Etats-Unis à destination d'une des Républiques de l'Amérique du Sud doit d'abord être envoyé en Europe et de là réexpédié à sa destination.

Quelques-uns des délégués de l'Amérique du Centre et du Sud ont donné à ce comité des rapports sur les chemins de fer de leurs pays respectifs, et aussitôt qu'on recevra ceux des autres délégués, nous demandons qu'ils soient tous imprimés pour servir de supplément à ce rapport.

Résumé.—Considérant: Que les trois corps d'ingénieurs employés par la commission du Chemin de Fer Intercontinental pour faire des études préliminaires, avec cartes à l'appui, depuis la frontière septentrionale du Guatémala jusqu'à la limite septentrionale de la République Argentine pendant les années 1892, 1893, et 1894, ont démontré qu'il est possible de compléter un chemin de fer intercontinental à voie normale qui traverserait du nord au sud les républiques du continent américain; et qu'en utilisant les chemins de fer actuellement en exploitation, la longueur des lignes à construire serait de 5,456 milles et le coût du travail de \$174,290,271, soit \$32,000 environ par mille et, que les chemins de fer développent les ressources naturelles des pays qu'ils traversent, en augmentant le commerce et la richesse et contribuent d'une façon efficace à la prospérité générale, et aussi en calculant que la longueur restant à construire est de 5,000 milles et croyant que le coût du travail ne dépassera pas \$200,000,000 (soit \$40,000 par mille), le comité recommande à l'unanimité:

Premièrement: La construction d'une ligne intercontinentale avec embranchements où il sera nécessaire de la relier aux villes principales, cette ligne devant passer à travers les différentes Républiques pour relier les réseaux des Etats-Unis et du Mexique à ceux des Etats-Unis.

Les vœux exprimés par la dernière Conférence réunie à Washington au sujet des études préliminaires ayant été réalisés, nous votons à l'unanimité les articles suivants extraits des décisions du comité de

chemins de fer pan-américain et adoptés par la Conférence à Washington:

1° Qu'un chemin de fer unissant le tout ou la plupart des pays représentés à cette Conférence contribuera considérablement au développement des relations amicales entre les dites contrées ainsi qu'à l'augmentation de leurs intérêts matériels.

2° Qu'un chemin de fer doit relier, autant que le permettent les intérêts communs, les principales villes situées sur le trajet du chemin de fer.

3° Que s'il est impossible de changer la direction de la ligne sans de grands inconvénients, en vue du vœu exprimé dans l'article précédent, on devra construire des embranchements qui rattacheront ces villes à la grande ligne.

4° Qu'en vue de réduire le coût du travail, on doit utiliser les lignes en exploitation dans toute la mesure du possible d'après le tracé et les conditions du chemin de fer continental.

5° Que tous les matériaux nécessaires à l'exploitation du chemin de fer soient exonérés de tous droits d'importation, tout en étant soumis aux règlements nécessaires pour éviter les abus pouvant résulter de ce privilège.

6° Que toutes les propriétés foncières et mobilières du chemin de fer employées dans la construction et l'exploitation soient exonérées de tout impôt, national, provincial ou municipal.

7° Que l'exécution d'un travail d'une si grande importance doit être encouragée dans toute la mesure du possible au moyen de subsides, de concessions de terrains ou de prêts au taux d'intérêt le plus bas.

8° Que les marchandises en transit dans les diverses Républiques ne payent ni droits de douane ni taxes d'aucune sorte. Nous recommandons aussi:

9° Que les délégués à cette Conférence et les autres personnes qui favorisent la construction de cette grande ligne fassent, auprès de leurs Gouvernements respectifs toutes les démarches qui auraient pour objet d'assurer à l'entreprise des concessions importantes selon les moyens de chaque pays.

10° Que le Gouvernement des États-Unis d'Amérique soit invité à proposer aux représentants et ministres des autres Républiques accrédités à Washington, les mesures les plus propres à faciliter l'envoi, et cela dans le délai d'un an, de personnes autorisées et compétentes dans les divers pays d'Amérique, pour déterminer avec certitude les ressources de chaque pays, l'état du commerce et les prévisions du trafic pour une ligne intercontinentale, dans le cas où elle viendrait à être construite, et aussi quelles concessions ferait à l'entreprise chacun des Gouvernements respectifs.

11°. Que le Président de la Conférence nomme un comité de cinq membres, résidant aux États-Unis d'Amérique, pour entrer en fonctions

après la clôture de cette Conférence; et que ledit comité ait la faculté d'augmenter le nombre de ses membres ou de les remplacer si cela était nécessaire; de nommer les sous-commissions qu'elle jugerait convenables de faire part du résultat de ses travaux à la prochaine Conférence; de fournir toutes sortes de renseignements sur la marche des travaux du Chemin de fer Intercontinental; d'aider et de contribuer, dans toute la mesure du possible, à l'heureux achèvement de cette œuvre: sans pour cela que les autres membres de la commission actuelle cessent de prêter leur concours dans le même but; et finalement que la commission, d'accord avec le Ministre des Affaires Étrangères d'Amérique et avec les Ministres des autres pays intéressés, résidant à Washington, fasse en sorte que l'on convoque dans le délai d'un an, une réunion de représentants de toutes les Républiques de ce continent dans le but de faire des arrangements pour la construction du chemin de fer continental projeté.

H. G. DAVIS.

AUGUSTO MATTE.

J. B. CALVO.

FRANCISCO ORLA.

J. LEONARD.

ALBERTO ELMORE.

BALTASAR ESTUPINIÁN.

JOSÉ LÓPEZ PORTILLO Y ROJAS.

RAFAEL REYES.

MEXICO, le 27 novembre 1901.

**ACTION PRISE PAR LA SECONDE CONFÉRENCE INTERNATIONALE
DES PAYS AMÉRICAINS AU SUJET DU RAPPORT CI-DESSUS, LE
21 JANVIER 1902.**

DÉCISION.

Les soussignés, Délégués des Républiques représentées dans la Seconde Conférence Internationale Américaine, dûment autorisés par leurs Gouvernements, ont approuvé la décision qui suit:

La Seconde Conférence Internationale Américaine,

Considérant: Que les trois groupes d'ingénieurs employés par la Commission antérieure du Chemin de fer Intercontinental ont fait des explorations, depuis la limite septentrionale du Guatémala jusqu'à la limite septentrionale de la République Argentine, pendant les années 1893 et 1894, et qu'ils ont présenté leur rapport sur l'œuvre projetée avec les cartes respectives;

Que ce rapport démontre qu'il est possible de compléter la voie ferrée traversant du Nord au Sud les Républiques du Continent américain, et que, dans le cas où l'on utiliserait les chemins de fer actuellement en exploitation, la longueur des lignes à construire serait

de 5,456 milles et le coût du travail total de \$174,290,271 or, soit \$32,000 or par mille;

Que les chemins de fer développent les ressources naturelles des pays qu'ils traversent, en augmentant le commerce et la richesse et contribuent d'une façon efficace à la prospérité générale;

Que les voies ferrées internationales consolident les relations d'amitié entre les États, les unissant par des liens d'intérêts communs et assurent la paix entre eux;

Décide: I. Que l'on ratifie le vœu de la Conférence de Washington recommandant la construction des lignes complémentaires du Chemin de fer Intereontinental, celui-ci devant passer par les différentes Républiques pour unir les réseaux des États-Unis à ceux de la République Argentine et relier, autant que le permettent les intérêts communs, les principales villes situées sur le trajet du Chemin de fer, ou alors dans le cas où ceci serait impraticable, de construire des embranchements qui rattacheraient ces villes à la grande ligne, et enfin d'utiliser les lignes en exploitation dans toute la mesure du possible, et d'après le tracé et les conditions du Chemin de fer Intereontinental.

II. Que les Républiques intéressées facilitent l'exécution de l'œuvre par tous les moyens qui sont en leur pouvoir, et spécialement en exemptant des droits d'importation les matériaux nécessaires à la construction et à l'exploitation du chemin de fer, tout en faisant le nécessaire pour éviter les abus qui pourraient se produire par suite de ces privilèges; en exonérant de tout impôt national, gouvernemental, provincial ou municipal, les propriétés foncières et mobilières de l'entreprise; en exemptant de tous droits de douanes et autres, les marchandises en transit dans les diverses Républiques appartenant à cette entreprise; et enfin en contribuant à l'œuvre dans toute la mesure du possible, au moyen de subsides, de concessions de terrains, ou de garantie d'un minimum d'intérêts sur les capitaux employés dans chaque pays.

Dans ce but, il est recommandé à toutes les personnes qui favorisent la construction de cette grande ligne de faire, auprès de leurs gouvernements respectifs, toutes les démarches qui auraient pour objet d'assurer à l'entreprise la concession de ces avantages ou autres généreux subsides, selon le mode le plus compatible avec les usages de chaque pays.

III. Que le Gouvernement des États-Unis d'Amérique soit invité à proposer aux représentants et diplomates des autres républiques, accrédités à Washington, les mesures les plus propres à donner pour résultat l'envoi, et cela dans le délai d'un an, de personnes autorisées et compétentes dans les divers pays d'Amérique, pour déterminer, avec certitude, les ressources de chaque pays, la situation et les conditions des chemins de fer aujourd'hui en exploitation, l'état actuel du commerce et les prévisions du trafic pour une ligne intercontinentale, dans le cas où elle viendrait à être terminée, et aussi, quelles concessions ferait à l'entreprise chacun des gouvernements respectifs.

IV. Que le président de la Conférence nomme une commission de cinq membres résidant aux États-Unis d'Amérique, pour qu'elle entre en fonctions après la clôture de la Conférence, avec la faculté d'augmenter le nombre de ses membres ou de les remplacer, si cela était nécessaire; de nommer les sous-commissions qu'elle jugerait convenable, et de faire part du résultat de ses travaux à la prochaine Conférence; de fournir toutes sortes de renseignements sur la marche des travaux du Chemin de Fer Intercontinental, d'aider et de contribuer, dans toute la mesure du possible, à l'heureux achèvement de cette œuvre; sans pour cela que les autres membres de la commission actuelle cessent de prêter leur concours dans le même but, et finalement, que la commission, d'accord avec le Ministre des Affaires Étrangères des États-Unis d'Amérique et avec les Ministres des autres pays intéressés, résidant à Washington, fasse en sorte que l'on convoque, dans le délai d'un an, une réunion de représentants de toutes les Républiques du Continent, dans le but de conclure une Convention qui pourvoira à la construction du Chemin de Fer Intercontinental projeté.

Fait et signé à Mexico, le vingt-et-un janvier mil neuf cent deux, en trois expéditions rédigées l'une en espagnol, la seconde en anglais et la troisième en français, lesquelles devront être déposées au Ministère des Affaires Étrangères des États-Unis du Mexique afin d'en faire des copies certifiées qui devront être transmises, par la voie diplomatique, à chacune des Puissances signataires.

Pour la République Argentine ..	(Signé) ANTONIO BERMEJO.
	(Signé) LORENZO ANADÓN.
Pour la Bolivie	(Signé) FERNANDO E. GUACHALLA.
Pour la Colombie	(Signé) RAFAEL REYES.
Pour le Costa Rica	(Signé) J. B. CALVO.
Pour le Chili	(Signé) AUGUSTA MATTE.
	(Signé) JOAQ. WALKER M.
	(Signé) EMILIO BELLO C.
Pour l'Équateur	(Signé) L. F. CARBO.
Pour le Salvador	(Signé) FRANCISCO A. REYES.
	(Signé) BALTASAR ESTUPINIAN.
Pour les États-Unis d'Amérique.	(Signé) W. I. BUCHANAN.
	CHARLES M. PEPPER.
	VOLNEY W. FOSTER.
Pour le Guatémala	(Signé) FRANCISCO ORLA.
Pour le Honduras	(Signé) J. LEONARD.
	(Signé) F. DÁVILA.
Pour le Mexique	(Signé) G. RAIGOSA.
	(Signé) JOAQUÍN D. CASASÚS.
	(Signé) E. PARDO, jr.
	(Signé) JOSÉ LÓPEZ-PORTILLO Y ROJAS.

Pour le Mexique	(Signé) PABLO MACEDO.
	(Signé) F. L. DE LA BARRA.
	(Signé) ALFREDO CHAVERO.
	(Signé) M. SÁNCHEZ MÁRMOL.
	(Signé) ROSENDO PINEDA.
Pour le Nicaragua	(Signé) F. DÁVILA.
Pour le Paraguay	(Signé) CECILIO BAEZ.

FORMATION D'UN COMITÉ PERMANENT.

La Seconde Conférence des Etats de l'Amérique a adopté à l'unanimité le rapport du Comité du Chemin de Fer Pan-Américain, et pour se conformer à l'article onze de ce rapport, le Président de la Conférence a nommé les membres suivants pour former un comité permanent du chemin de fer Pan-Américain, ayant pour but d'encourager le projet après l'ajournement de la conférence :

H. G. DAVIS, de West Virginia, Etats-Unis d'Amérique.
 ANDREW CARNÉGIE, de New York, Etats-Unis d'Amérique.
 MANUEL DE ASPIROZ, Ambassadeur du Mexique aux Etats-Unis.
 MANUEL ALVEREZ CALDERON, Ministre du Pérou aux Etats-Unis.
 ANTONIO LAZO ARRIAGA, Ministre de Guatémala aux Etats-Unis.

MESSAGE DU PRÉSIDENT ROOSEVELT.

Le 22 avril, le Président des Etats-Unis a transmis au Sénat un rapport préparé par le Ministre des Affaires Étrangères au sujet de l'action prise par la Conférence Internationale des pays de l'Amérique lors de sa seconde session qui a eu lieu à Mexico pour examiner le projet du chemin de fer Pan-Américain qui doit relier les continents Américains. En transmettant le rapport du Ministre, le Président s'exprime ainsi :

"Au Sénat :

"J'ai l'honneur de vous transmettre, ci-joint, une copie du rapport fait par le Comité du Chemin de Fer Pan-Américain à la Seconde Conférence Internationale des Etats Américains réunis à Mexico pendant l'hiver 1901-1902, ainsi qu'une copie du vœu émis et adopté par les délégués des Républiques représentées au Congrès concernant ce chemin de fer Pan-Américain.

"Je demande qu'une allocation de \$20,000 soit votée par le Congrès, ou telle partie de cette somme qui sera nécessaire pour permettre au Président de nommer deux commissaires qui se rendront dans l'Amérique du Centre et du Sud en vue de mettre ce vœu à exécution, et aussi pour examiner les lieux et faire un rapport sur les moyens propres au développement du commerce des Etats-Unis avec ces régions."

"THÉODORE ROOSEVELT."

RAPPORT DU MINISTRE DES AFFAIRES ÉTRANGÈRES.

“Monsieur le PRÉSIDENT: J'ai l'honneur de vous soumettre, ci-inclus, une copie du rapport fait par le comité du chemin de fer pan-américain à la Seconde Conférence Internationale des pays américains qui a eu lieu à Mexico pendant l'hiver 1901-2, ainsi qu'une copie du vœu émis et adopté par les délégués des républiques représentées à cette conférence, relativement à un chemin de fer pan-américain. La troisième partie du vœu stipule:

“Que le Gouvernement des États-Unis d'Amérique soit invité à proposer aux représentants et diplomates des autres républiques accréditées à Washington, les mesures les plus propres, pouvant donner comme résultat l'envoi dans les divers pays de l'Amérique, dans le délai d'un an, de personnes autorisées et compétentes pour déterminer avec certitude les ressources de chaque pays, la situation et les conditions des chemins de fer aujourd'hui en exploitation, l'état actuel du commerce et les prévisions de trafic pour une ligne intercontinentale dans le cas où elle viendrait à être construite et aussi, quelles concessions ferait à l'entreprise chacun des gouvernements respectifs.”

“Le projet est d'une si grande utilité publique et le commerce de l'Amérique du Centre et du Sud, dont les États-Unis n'ont qu'une faible part qui pourrait être facilement augmentée, prend une si grande importance que je n'hésite pas à demander au Congrès de voter une allocation de \$20,000 ou telle partie de cette somme qu'on jugera nécessaire pour permettre au Président de nommer deux commissaires chargés de mettre à exécution le but du vœu émis par la conférence pour examiner et faire un rapport sur les moyens d'augmenter le commerce des États-Unis avec ces régions.

Recevez l'assurance de ma parfaite considération.

JOHN HAY.

“MINISTÈRE DES AFFAIRES ÉTRANGÈRES,

“Washington, le 19 avril, 1902.”

LE CHEMIN DE FER INTERCONTINENTAL.

Par J. B. CALVO.

Quand on considère la grande influence que les moyens de communication exercent, non seulement sur le développement des ressources naturelles et autres que produit une nation, mais aussi sur le progrès moral et intellectuel que l'agrandissement de la sphère d'action offre à l'homme, il est évident que la construction d'un chemin de fer continental procurerait de très grands avantages aux républiques américaines.

L'entreprise est certainement colossale quoiqu'elle ne présente en réalité aucun obstacle insurmontable, et pour la mener à bonne fin il

suffirait que le projet fût pris sérieusement en considération et que l'affaire fût bien lancée.

Il est évident que seul le développement du trafic local payerait les frais de construction du chemin de fer dans un avenir très proche et que l'augmentation des relations commerciales entre les pays voisins serait très rapide, favorisant ainsi le bien-être général politique et social de toutes les nations de ce continent, resserrant aussi d'une manière plus étroite les liens qui les unissent et contribuant par là à augmenter journallement leur capital et leur revenu.

Les progrès faits par le Mexique pendant ces dernières années ont naturellement attiré l'attention du monde entier sur cette contrée et la grande impulsion donnée à toutes ses industries exige pour cette République prospère des moyens de communication faciles avec les États contigus, où se trouvent d'excellents débouchés pour un grand nombre de ses productions si variées. Par suite du manque de communications, ce pays subit aujourd'hui la concurrence du nord qui fait un grand commerce avec les États du Sud, spécialement pour les tissus de coton et les articles de cuir.

Il est certain que les États de l'Amérique Centrale progressent constamment et tandis que l'avancement moral se manifeste, par la tranquillité dont ils jouissent à présent, le développement de leurs sources de production, si nombreuses et si riches, augmente de jour en jour, encourageant ainsi de nouvelles entreprises, l'amélioration des moyens de communication et la construction de voies nouvelles répondant aux besoins qui se font sentir.

A l'extrême Sud, la République Argentine se dresse comme une rivale agricole des États-Unis d'Amérique, pendant que le Chili, sur la côte du Pacifique, commence à faire concurrence aux compagnies de navigation de la grande République américaine.

Ces exemples frappants du progrès des pays de l'Amérique latine indiquent l'activité et le degré d'avancement qu'ils ont déjà atteints et montrent clairement la grande étendue du champ qu'ils offrent au commerce et à l'industrie.

Le Brésil, par la grande étendue de son territoire; l'Uruguay par sa situation géographique si favorisée; le Pérou, la Bolivie, l'Équateur, le Venezuela et la Colombie, par la richesse exubérante de leur sol, jouissent au même degré des bienfaits du progrès et de la civilisation.

Donc, la construction d'un chemin de fer traversant tous ces pays trouverait d'abondants éléments de soutien existant déjà et beaucoup d'autres qui se créeraient d'eux-mêmes, soit par l'influence des facilités apportées dans le service du trafic local, soit par suite des communications rapides entre les différents pays.

A la première Conférence Internationale tenue à Washington en 1889-90, on avait émis un vœu ayant pour but l'accomplissement de cette grande entreprise, et comme résultat pratique de ce premier pas,

plusieurs corps d'ingénieurs ont commencé les études du terrain et en ont fait un rapport très étendu, publié en sept gros volumes illustrés avec cartes à l'appui.

Ces études montrent que la longueur d'un chemin de fer de New York à Buenos Ayres serait de 10,471 milles et que la moitié de cette distance énorme est déjà couverte de chemins de fer actuellement construits.

En ce qui concerne spécialement la première partie de cette grande entreprise continentale, il est facile de démontrer que sa réalisation dans toute la partie de l'hémisphère, située au nord de Panama, ne rencontrerait aucune sérieuse difficulté. En effet, la distance de New York à Laredo, frontière du Mexique, sur une distance de 2,187 milles; celle de Laredo à Oaxaca, sur une longueur de 343 milles sont couvertes de lignes de chemins de fer déjà en exploitation.

Il y a, à présent, deux chemins de fer mexicains qui se dirigent vers la frontière du Guatemala; l'un d'eux s'étend de Puebla à Oaxaca sur le versant du Pacifique, et pour arriver à ladite frontière il faudrait le prolonger sur une longueur de 400 milles; l'autre s'étend de Córdoba, ville située sur la ligne du chemin de fer de Vera Cruz, dans la chaîne des montagnes qui descend vers le golfe du Mexique. En plus de ces lignes, il y en a d'autres en voie de construction qui se relieront au Chemin de fer Interocéanique de l'Isthme de Tehuantepec, et ce qui semble encore d'une plus grande importance dans cette matière, c'est que le Gouvernement mexicain a accordé une concession ainsi que des subventions importantes pour la construction, dans un délai de deux ans, d'une voie ferrée, qui, partant de l'Isthme comme embranchement du Chemin de fer Interocéanique dont il est question, s'étendrait jusqu'à la frontière du Guatemala.

Par la construction de ce chemin de fer sur le territoire mexicain on aura surmonté la plus grande difficulté en mettant en communication les chemins de fer des pays de l'Amérique Centrale dont on pourra utiliser plusieurs sections comme ligne principale.

Il suffit d'observer à ce sujet que sur les 1,107 milles de voie ferrée qui doivent longer la côte du Pacifique entre le Mexique et la frontière de Colombie, il y a maintenant en exploitation un chemin de fer de 211.3 milles, dont la principale partie se trouve dans le Salvador et le Nicaragua en suivant dans presque toute son étendue, une direction parallèle à celle de la côte.

Au Guatemala, il y a un chemin de fer allant du Port d'Ocos au village d'Ayutla, près de la frontière du Mexique, et les lignes construites dans cette République et dans les autres Etats de l'Amérique Centrale s'élèvent à 1,000 milles environ, qui se répartissent comme il suit:

Dans le Guatemala, 342; dans le Salvador, 132; dans le Honduras, 50; dans le Nicaragua, 176; dans le Costa Rica, 222.

Mais dans le Costa Rica, le Guatémala et le Honduras, les lignes principales de chemins de fer suivent une direction transversale, parce qu'elles vont de l'intérieur jusqu'aux ports. Néanmoins dans les trois pays mentionnés ci-dessus, on construit des embranchements, contribuant beaucoup, non seulement à l'étendue du système déjà achevé, mais aussi au succès et à la garantie d'un chemin de fer intercontinental par l'augmentation croissante du trafic qui résulte toujours d'un plus grand nombre de ramifications.

Quand on a projeté la construction du premier chemin de fer entre les États-Unis et le Mexique, il n'existait pas de conditions aussi favorables dans ce pays.

Le public ne regardait pas cette entreprise d'un œil favorable, craignant qu'elle ne donnât aucun profit, mais aujourd'hui (et il y a de cela vingt ans à peine) trois lignes de chemins de fer sont en activité constante, alimentées qu'elles le sont, par le commerce toujours croissant qui se fait entre les deux nations. Comme conséquence naturelle, ces grandes lignes excitent naturellement le développement mutuel des intérêts, et encouragent en même temps, la construction d'autres chemins de fer auxquels ils se relieront.

En présence de faits aussi palpables, il y a tout lieu de croire que l'extension de ces chemins de fer au Sud produira des résultats très avantageux pour le capital, sans compter l'influence morale bienfaisante qu'ils exerceront sur l'avenir des nations de ce continent.

Il est probable que d'ici peu de temps on verra la réalisation du plan qui doit unir les deux grands océans au moyen d'un canal coupant l'isthme de l'Amérique Centrale entre le Costa Rica et le Nicaragua, et si, comme on a tout lieu de le croire, la mise à exécution de ce projet est promptement décidée, la section septentrionale du Chemin de fer Intercontinental augmentera beaucoup en importance.

A la Seconde Conférence Internationale tenue à Mexico d'octobre 1901 à janvier 1902, on a décidé de ratifier les vœux émis à la première conférence tenue à Washington, et de recommander entre autres choses, que par l'entremise des représentants diplomatiques des Républiques Américaines accrédités à Washington, le Gouvernement des États-Unis prenne l'initiative des mesures les plus propres pour l'envoi dans le délai d'un an, de commissaires chargés de faire un rapport sur les chemins de fer déjà achevés et les concessions que doivent accorder les gouvernements respectifs pour la construction d'un chemin de fer continental.

Jusqu'à présent ce projet a été reçu avec beaucoup de faveur et on peut s'attendre, qu'avec une nouvelle impulsion, il deviendra d'ici peu un fait accompli.

Puisse-t-il se réaliser pour le bien-être des Républiques Américaines!

WASHINGTON, D. C., *Avril, 1902.*

FRANCHISE POSTALE DES PUBLICATIONS DU BUREAU INTERNATIONAL DES RÉPUBLIQUES AMÉRICAINES.

Le 9 avril, le Directeur Général des Postes des États-Unis a communiqué au Ministre des Affaires Étrangères un ordre signé du même jour, autorisant la franchise postale de la correspondance et des publications du Bureau International des Républiques Américaines envoyées dans les pays qui forment l'Union Internationale des Républiques Américaines.

Cet ordre a été donné en conséquence de la décision prise par le Ministre des Affaires Étrangères, qui en date du 4 avril 1902, a informé le Directeur Général des Postes des stipulations comprises dans l'article 8 du projet concernant la réorganisation du Bureau International des Républiques Américaines, tel qu'il a été adopté par la Seconde Conférence Internationale des différentes contrées Américaines, tenue à Mexico. Cet article est ainsi conçu :

“ Les publications du Bureau seront considérées comme documents publics et auront droit à la franchise postale dans toutes les Républiques.”

Voici le texte officiel de l'ordre donné par le Directeur-Général des Postes :

En exécution de l'article 8 du projet concernant la réorganisation du Bureau International des Républiques Américaines, adopté par la Seconde Conférence Internationale des différentes contrées de l'Amérique tenue récemment à Mexico, article ainsi conçu :

“ Les publications du Bureau seront considérées comme documents publics et auront droit à la franchise postale dans toutes les Républiques.”

“ Désormais la correspondance et les publications émanant du Bureau des Républiques Américaines, qui porteront l'entête de ce Bureau, et ne pèseront pas plus de 4 livres 6 onces (2 kilogrammes), limite du poids prescrit pour les paquets d'“ imprimés” par la Convention Postale Universelle de Washington, auront droit à la franchise postale quand elles seront adressées aux contrées formant l'Union Internationale des Républiques Américaines, dont voici les noms :

République Argentine.	Guatémala.	Salvador.
Bolivie.	Haïti.	Saint-Domingue.
Brésil.	Honduras.	Etats-Unis.
Chili.	Mexique.	Uruguay,
Colombie.	Nicaragua.	Venezuela.
Costa-Rica.	Paraguay.	
Équateur.	Pérou.	

“ H. C. PAYNE,
“ Directeur Général des Postes.”

CONGRÈS INTERNATIONAL DES AMÉRICANISTES.

La treizième session du Congrès International des Américanistes aura lieu le 20 octobre 1902 dans une des salles du Musée Américain d'Histoire Naturelle de la ville de New-York et continuera jusqu'au 25 dudit mois inclus. Le but de ce Congrès est de réunir les personnes étudiant l'archéologie, l'ethnologie et l'histoire ancienne de l'Amérique du Nord et de l'Amérique du Sud et d'étendre les connaissances de ces sujets, par la lecture de mémoires aussi bien que par des discussions.

Les communications peuvent être orales ou écrites dans n'importe quelles langues suivantes: anglais, espagnol, français, allemand, ou italien (le portugais n'est pas mentionné, peut-être sans intention). Les débats devront être tous courts et la lecture de chaque mémoire ne devra pas durer plus de trente minutes. Les mémoires présentés à ce Congrès seront imprimés et insérés dans le registre de procès-verbaux, une fois approuvés. Les membres du Congrès des Américanistes devront adresser au Secrétaire Général, avant la réunion, les titres et, si possible, un résumé de leurs mémoires.

Les sujets qui seront discutés par ce Congrès traiteront: 1° des races natives de l'Amérique, leur origine, distribution, leur histoire, leurs caractères physiques, langues, inventions, mœurs et coutumes, religions; 2° de l'histoire du premier contact entre l'ancien et le nouveau continent.

Toutes les personnes intéressées dans l'étude de l'archéologie, l'ethnologie et l'histoire ancienne de l'Amérique du Nord et de l'Amérique du Sud peuvent devenir membres du Congrès des Américanistes en exprimant le désir à M. MARSHALL H. SAVILLE, Secrétaire Général de la Commission d'Organisation, au Musée Américain d'Histoire Naturelle, New-York City. M. MORRIS K. JESUP est Président de la Commission d'Organisation et le Duc de LOUBAT en est le Vice-Président.

L'ESPAGNE ET L'AMÉRIQUE ESPAGNOLE.

Une dépêche adressée de Madrid au "London Times," le 11 mars 1902, dit qu'à la date mentionnée, le Ministre des Affaires Etrangères a annoncé que le Gouvernement espagnol, profitant de la présence dans la ville de Mexico des Délégués de tous les pays de l'Amérique Espagnole, a donné des instructions à son Représentant dans cette capitale pour la conclusion de Traité d'Arbitration entre l'Espagne et les pays en question. Pour se conformer à ces instructions le Marquis DE PRAT, Ministre espagnol au Mexique, a signé des conventions avec la

République Argentine, la Bolivie, la Colombie, le Guatémala, le Mexique, le Paraguay, le Salvador, Saint-Domingue et l'Uruguay.

Par ces conventions il a été décidé que tous les différends qui pourraient, dans l'avenir, s'élever entre l'Espagne et ces pays, seraient soumis à l'arbitration et que l'arbitre serait ou le chef du Pouvoir exécutif d'un des Etats espagnols-américains ou un Tribunal composé d'Espagnols ou d'Américains-Espagnols, "afin de donner une plus grande force d'expression à la solidarité d'intérêts qui existe entre toutes les branches de la race espagnole."

RÉPUBLIQUE ARGENTINE.

STATISTIQUES DE L'IMMIGRATION ET DE LA POPULATION POUR L'ANNÉE 1901.

Ainsi qu'il a été publié dans le BULLETIN MENSUEL du mois de mars 1902, le nombre d'immigrants arrivés dans la République Argentine en 1901 s'est élevé à 125,951. Le Directeur du Département d'Immigration a fait paraître des renseignements supplémentaires avant la publication de son rapport annuel, d'après lesquels le plus grand nombre d'immigrants est arrivé pendant les mois d'octobre, de novembre et de décembre.

Dans ces 125,951 immigrants, on comptait 58,314 Italiens; 18,066 Espagnols; 21,788 Français; 2,742 Autrichiens; 2,159 Syriens; 2,086 Russes, dont la plupart étaient Polonais. Le nombre des immigrants représentant les autres nations n'a pas dépassé 1,000; la Grande Bretagne étant représentée par 439 et l'Amérique du Nord par 151.

Il y avait 56,811 adultes (hommes) et 18,672 adultes (femmes). Dans ce nombre il y avait 59,110 célibataires et 1,317 veufs. On comptait 1,485 enfants âgés de moins d'un an; 8,161 âgés de 1 à 7 ans; 4,988 âgés de 8 à 12 ans; et 11,738 âgés de 13 à 20 ans. Dans le nombre des adultes, 30,793 étaient âgés de 20 à 30 ans, et 974 avaient plus de 60 ans.

On comptait 33,992 cultivateurs, 12,021 journaliers, 4,932 domestiques, 4,685 commerçants et employés de commerce, 3,727 couturières, 1,536 blanchisseuses, 1,422 employés de bureau, 1,403 cuisiniers, 1,056 cordonniers, 948 menuisiers et charpentiers, 910 maçons en pierre et maçons en briques, 890 tisserands, 725 modistes, 697 tailleurs, 535 forgerons, 386 boulangers, et 242 barbiers.

Les immigrants pour lesquels le Département d'Immigration a trouvé du travail et qui ont été envoyés à leurs destinations respectives aux frais du Gouvernement étaient au nombre de 42,747. Ils se sont établis dans les provinces suivantes: Buenos Ayres, 12,982; Santa Fé, 12,628; Mendoza, 4,160; Córdoba, 4,002; Tucumán, 1,576; Entre

Ríos, 1,151; la capitale fédérale, 2,739, et Misiones (territoire), 1,738, le reste a été distribué dans les autres provinces et territoires.

D'après le rapport dont il est question, la population totale de la République au 31 décembre 1901 était de 4,794,149 habitants. La ville de Buenos Ayres avait une population de 821,291 habitants; dans les autres provinces on comptait: Buenos Ayres, 1,140,067; Santa Fé, 523,236; Córdoba, 419,072; Entre Ríos, 343,684; Corrientes, 277,041; Tucumán, 249,433; Santiago, 180,612; Mendoza, 141,431; Salta, 131,938; Catamarca, 99,827; San Juan, 94,911; San Luis, 91,403; Rioja, 77,783; Jujuy, 54,405.

PORT DE BUENOS AYRES.

Les Chambres ont définitivement voté et le Gouvernement argentin a promulgué la loi qui autorise la mise en adjudication des travaux de construction d'un bassin spécialement destiné aux navires charbonniers ou chargés de matières inflammables.

Les travaux, qui comprendront également la construction de dépôts, sont évalués dans ladite loi à 6,000,000 de piastres, ou 30,000,000 de francs.

BRÉSIL.

CONGRÈS GÉOGRAPHIQUE DE RIO DE JANEIRO.

Une des mesures les plus importantes et les plus utiles prises en considération à la Seconde Conférence Internationale des différentes contrées de l'Amérique qui a eu lieu à Mexico, a été le projet d'établissement d'un système général de communication entre les bassins hydrographiques de l'Amérique du Sud.

En vue de favoriser ce projet il a été convenu que les nations riveraines de l'Orénoque, de l'Amazone et de la Plata, se réuniraient pour examiner avec la plus grande attention le meilleur moyen de mettre ce projet à exécution.

Conformément à cette décision, une convention formée des délégués de la République Argentine, de la Bolivie, de la Colombie, de l'Équateur, du Paraguay, du Pérou et de l'Uruguay a eu lieu le 28 janvier 1902, et il a été convenu de réunir un Congrès Géographique à Rio de Janeiro dans le délai d'un an, à partir de cette date.

Voici le texte de la convention dont il a été question, tel qu'il a été publié dans le procès-verbal de la Seconde Conférence Internationale des différentes contrées de l'Amérique:

Considérant que, d'après l'exposé de motifs et le mémoire d'explorations, soumis à la Conférence Internationale Américaine par M. le Général RAFAEL REYES, il résulte que le projet pour faire communiquer, entre eux, les trois grands bassins hydrographiques de

l'Amérique Méridionale, en ouvrant la navigation depuis l'Orénoque jusqu'à la Plata, à travers l'intérieur du Continent, est parfaitement praticable;

Que le manque de communications actuelles soustrait, en sa majeure partie, à l'industrie et au commerce du monde, un territoire immense possédant des ressources naturelles inépuisables;

Que, parmi les problèmes étudiés par la Conférence Internationale réunie à Mexico, celui des communications intérieures dans l'Amérique Méridionale est très important pour la civilisation;

Que dans le but de préparer l'exécution de ce projet, il convient que les nations riveraines de l'Orénoque, de l'Amazone et de la Plata, ainsi que des affluents respectifs de ces grands fleuves, se réunissent pour discuter sur les meilleurs moyens à employer pour réaliser le projet en question.

Que les Républiques du Brésil et du Venezuela, sur les territoires desquelles se trouvent les embouchures de l'Amazone et de l'Orénoque, n'étant plus représentées dans cette Conférence, il devient nécessaire de chercher la forme la plus convenable pour s'assurer de leur concours.

Les nations signataires ont décidé ce qui suit:

1°. La convocation dans la ville de Rio de Janeiro, d'une Conférence Fluviale des pays riverains, et cela dans le délai d'un an.

2°. Le Gouvernement de la République Argentine reste chargé d'inviter le Gouvernement des États-Unis du Brésil à donner son adhésion et à prêter son concours pour la réunion de la Conférence susmentionnée.

3°. Les deux gouvernements sont priés, par la présente, de vouloir bien faire des démarches nécessaires afin d'obtenir l'adhésion des pays riverains, et aussi d'envoyer les invitations nécessaires.

4°. Les travaux de cette conférence devront être en rapport avec le programme suivant, sauf les modifications qui pourraient être apportées par la décision des Gouvernements du Brésil, de la République Argentine ou du Venezuela:

(a) Organisation de commissions géographiques d'exploration;

(b) Rédaction des règlements auxquels se conformeront les diverses commissions;

(c) Établissement d'un budget de dépenses pour l'accomplissement des travaux à entreprendre;

(d) Fixation du prorata des contributions devant être fournies par chaque Gouvernement pour faire face aux dépenses;

(e) Organisation d'un Bureau International pour la concentration des données et informations relatives aux explorations;

(f) Étude de tout ce qui aura trait au projet ci-dessus, concernant l'exécution la plus rapide des travaux, ainsi que les mesures à prendre, soit isolément, soit en commun, afin d'avancer le bien-être de ces régions.

COLOMBIE.

SURTAXE FRAPPANT LES DROITS D'IMPORTATION.

D'après le "Diario Oficial" du 23 août 1901, on frappera d'une surtaxe de 10 pour cent tout compte de liquidation de droits à l'importation qui ne serait pas soldé dans le délai de huit jours. La loi gouvernant l'application de la taxe est ainsi conçue:

Article unique.—Tout compte relatif à des droits d'importation dont le montant n'aura pas été payé dans le délai de huit jours, fixé par l'article 146 du code fiscal, sera frappé d'une surtaxe de 10 pour cent qui sera prélevée comme contribution de guerre, sans préjudice des intérêts dus sur le principal et le montant de la surtaxe dont il s'agit.

MODIFICATIONS DOUANIÈRES.

M. le Consul OSCAR MALMROS écrit de Colon, en date du 25 mars 1902, au Ministère des Affaires Etrangères des Etats-Unis qu'un récent décret augmente de 50 pour cent les droits d'importation actuels sur toutes les marchandises à l'exception de l'alcool et du rhum, c'est-à-dire que le droit *ad valorem* s'est élevé de 20 pour cent à 30 pour cent.

Le droit d'importation sur le rhum et l'alcool a été réduit de la manière suivante:

	Centavos
Par litre d'alcool pesant au maximum 42° de l'aréomètre Cartier	50
Par litre d'alcool pesant plus de 42° du même aréomètre	100
Par litre de rhum pesant au maximum 21° du même aréomètre	50

Le droit est payable en argent.

Le Consul ajoute que maintenant l'or s'échange contre l'argent avec une prime de 150 pour cent.

ETATS-UNIS.

DÉVELOPPEMENT DU COMMERCE AVEC L'AMÉRIQUE LATINE

Le "Rapport sur les Relations Commerciales des Etats-Unis," publié par le Bureau du Commerce Extérieur du Ministère des Affaires Etrangères des Etats-Unis, contient une étude importante et intéressante sur les conditions qui gouvernent le développement du commerce entre les Etats-Unis et les pays de l'Amérique latine.

Au sujet du Mexique, on constate que les productions des Etats-Unis sont bien connues et appréciées dans le pays, mais que les exportateurs des Etats-Unis n'ont fait, pour ainsi dire, aucun effort pour obtenir le commerce de certains articles, tels que draperies, chapeaux, chaussures, mercerie et effets d'habillements pour hommes et femmes.

Toutefois le commerce en général augmente, et plusieurs maisons des Etats-Unis ont pris l'habitude d'envoyer de jeunes mexicains ou cubains en qualité de commis-voyageurs. Ces jeunes gens connaissent très bien leur métier et leur manière d'agir a produit de bons résultats. On dit que les faillites sont rares au Mexique et les commis-voyageurs trouvent dans le pays une classe de commerçants qui ont à cœur de faire leurs achats contre paiements à courte échéance.

L'entreprise des Etats-Unis a figuré sur une grande échelle dans le développement de la grande ville de Monterey, et ce sont les Américains qui ont fourni la plus grande partie de ce qui était nécessaire à l'administration des eaux, au service des égouts, aux chemins de fer et aux fonderies.

Au Guatémala, les machines des Etats-Unis sont hautement appréciées quoiqu'il soit impossible de les confier aux ouvriers indiens qui n'en comprennent pas le mécanisme, et qui, comme on le sait, font tout le travail du pays. Le peu de combustible nécessaire pour alimenter ces machines leur donne une grande supériorité sur celles des autres contrées et en même temps exerce une grande influence sur la demande.

On dit que les trois-quarts des importations du Honduras proviennent des Etats-Unis; et dans les Antilles la demande des articles de ce pays s'accroît de jour en jour. Dans l'île d'Haïti le commerce des machines gagne du terrain et 85 pour cent des aliments importés par Saint-Domingue, ainsi qu'une quantité considérable de chapeaux et de chaussures proviennent des Etats-Unis. Tout le bois de construction importé dans l'île, de même qu'une grande partie des autres matériaux de construction sont d'origine américaine.

On espère avoir de grands résultats par l'entreprise d'un bateau spéciaux transportant des échantillons et qu'on appelle "Magasin d'échantillons flottant. C'est une innovation des Etats-Unis, ayant pour but le développement du commerce avec l'Amérique latine et les Antilles. Ce navire doit bientôt partir des Etats-Unis pour la côte occidentale du Mexique, de l'Amérique du Centre et du Sud, ayant à vendre des échantillons de toutes sortes de marchandises qui conviennent au commerce des tropiques, chaque classe de marchandises étant à la charge d'un vendeur expert.

Les avantages réciproques qu'on pourra obtenir par suite des relations commerciales plus intimes entre les nations de l'hémisphère occidentale a été l'idée principale d'un discours prononcé le 19 avril à la réunion du Cercle des Banquiers à Chicago dans lequel le Président INGALLS affirma que les Etats Unis n'avaient pas encore découvert les méthodes pour s'assurer le commerce des pays au sud. "La première chose à faire," ajouta-t-il, "pour développer le commerce avec les Antilles et les pays de l'Amérique du Sud est d'établir un système de transports et de communications entre les Etats Unis et les nombreux

ports et villes de ces contrées. Le commerce suit toujours les moyens de communications faciles et bon marché. Il reste donc, à démontrer que les nations de l'Amérique latine peuvent visiter les Etats-Unis plus facilement et à moins de frais que l'Europe; qu'on peut y transporter le frêt en moins de temps et à meilleur marché; qu'on peut trouver de ce côté de l'Atlantique des machines de meilleure qualité et qu'il y a assez d'argent dans le pays pour accorder de longs délais de crédit sur de bonnes garanties et à un taux d'intérêt raisonnable.

En ce qui concerne les pays de l'Amérique du Sud, le rapport dit que le charbon des Etats-Unis trouve au Brésil une demande constante qui ne fait qu'augmenter tous les jours, et que les machines à écrire et les machines à coudre, les horloges, les montres, les appareils électriques occupent toujours le même rang qu'autrefois, tandis qu'on trouve de nouveaux débouchés pour les bicyclettes, les serrures, les armes à feu, la coutellerie et les cadres.

On insiste sur la nécessité d'établir une ligne de vapeurs perfectionnés et on fait entrevoir qu'une ligne faisant le service entre New York et Brésil serait d'un avantage incalculable et que le frêt de retour, comprenant le café, le caoutchouc et d'autres produits similaires augmenterait les bénéfices des deux côtés. La quincaillerie des Etats-Unis est sans concurrence sur les marchés brésiliens.

Dans la République Argentine, les articles des Etats-Unis qui ont le plus grand débouché sont les outils et instruments, les cotonnades, les chapeaux, les chaussures et les spécialités. Comme indice de la valeur des affaires commerciales qui se font entre les deux Républiques, on dit que dans l'une des banques de Rosario, l'augmentation constatée dans les affaires avec des maisons des Etats-Unis pour les six mois finissant le 30 juin 1901, a été de 131 pour cent.

La principale importation des Etats-Unis au Chili consiste en scies mécaniques et comme l'industrie principale des provinces méridionales du Chili est celle des bois de construction, la quantité expédiée chaque année est assez considérable. Toutes les machines employées pour moudre le grain sont aussi importées des Etats-Unis.

En Colombie, il y a une demande croissante de chemises négligées pour hommes, de cols et de manchettes de fabrication américaine.

Le commerce des Etats-Unis avec l'Equateur montre une augmentation satisfaisante, due en grande partie aux achats faits pour le chemin de fer de Guayaquil et Quito, ainsi qu'aux communications meilleures et plus rapides, aux taux moins élevés du frêt et aux efforts des commis-voyageurs.

Dans l'Uruguay, les objets manufacturés provenant des Etats-Unis commencent à s'importer en plus grande quantité, mais il faut des efforts constants pour faire la conquête complète de ce marché.

RAPPORT SUR LA RÉCOLTE AU 1^{er} MAI, 1902.

D'après les renseignements reçus au Bureau des Statistiques du Ministère d'Agriculture au sujet de la condition des récoltes jusqu'au 1^{er} mai, il ressort que la superficie du blé d'hiver en culture à cette date était de 27,103,000 acres environ. C'est-à-dire, 4,868,000 acres ou 15.2 pour cent de moins que la superficieensemencée à l'automne dernier d'après les données du Ministère. On n'a pas cru devoir modifier ces dernières, si ce n'est pour les chiffres indiquant la superficie des terres abandonnées, se décomposant comme suit: le Kansas, 1,935,000 acres, le Texas et le Tennessee chacun 270,000 acres, l'Indiana, 205,000 acres, la Californie, 402,000 acres, l'Oklahoma, 325,000 acres, la Pennsylvanie, la Virginie, le Kentucky, le Nebraska et l'Etat de Washington environ 100,000 et 200,000 acres chacun.

Quant à la superficie en culture, la condition moyenne au 1^{er} mai, 1902, était de 76.4 contre 94.1 au 1^{er} mai 1901, 88.5 à la même date en 1900, et 83.2 la moyenne générale du mois de mai pendant les dix dernières années. Depuis l'année 1885, il n'y a que les années 1899, 1893 et 1888 qui aient donné des chiffres inférieurs à ceux de cette année.

La condition moyenne du seigle d'hiver au 1^{er} mai était de 83.4 contre 85.4 au 1^{er} avril 1902, 94.6 au 1^{er} mai 1901, 88.5 à la même date en 1900 et 89 la moyenne générale du mois de mai pendant les dix dernières années. Depuis vingt ans, il n'y a que l'année 1893 qui ait donné un résultat inférieur à celui de cette année. Les Etats de New York et de Pennsylvanie qui ont les deux-cinquièmes de leur superficie totaleensemencés de seigle d'hiver donnent comme moyen 91 pour le premier et 93 pour le deuxième, ce qui fait une diminution de 3 pour cent pour l'Etat de New York et de 7 pour cent pour celui de Pennsylvanie sur la moyenne des dix dernières années. Le Kansas donne le chiffre de 72, soit 13 pour cent au-dessous de la moyenne des dix dernières années pour cet Etat.

Au 1^{er} mai, la condition moyenne des prairies fournissant le foin était de 86.6 contre 92.8 au 1^{er} mai, 1901, 90.8 à la même date en 1900 et 90.6 moyenne générale du mois de mai pendant les dix dernières années. Depuis 1888, il n'y a que l'année 1899 avec une moyenne de 84.9 qui ait donné un chiffre inférieur à celui de cette année. Cette diminution provient surtout des Etats suivants: le Kansas et le Missouri qui accusent 15 pour cent en moins de la moyenne des dix dernières années, l'Iowa 14 pour cent, l'Illinois et le Minnesota 9 pour cent, et l'Indiana 6 pour cent. Ce sont les seuls changements importants à signaler dans la moyenne de ces Etats depuis un certain nombre d'années.

La condition moyenne des prairies en herbes au 1^{er} mai était de 84.9 contre 91.5 au 1^{er} mai, 1901, 91.3 à la même date en 1900 et 90.1 moy-

enne du mois de mai pendant les dix dernières années. Depuis l'année 1888, il n'y a que l'année 1889 qui ait donné un chiffre inférieur à celui de cette année. On estime que sur le total prévu des terres à mettre en labour il n'y avait que 72.3 pour cent déterminé au 1^{er} mai contre 67 pour cent à la date correspondante de l'année dernière et 71 pour cent, moyenne des dix dernières années. Dans les Etats de l'Illinois, de l'Iowa et du Missouri, la proportion de l'étendue des terres en labour au 1^{er} mai dépassait de 15 pour cent pour le premier et de 16 pour cent le deuxième et de 18 pour cent pour le troisième, la proportion générale labourée à cette date. On fait connaître aussi une augmentation notable, quoique moins considérable, de la proportion labourée généralement au 1^{er} mai dans l'Indiana, le Kansas et le Nebraska. Toutefois dans les Etats produisant le blé de printemps la préparation du sol pour l'ensemencement a été sérieusement retardée par le temps défavorable, et en particulier dans la Dakota du Nord où la saison est si en retard qu'il y aura très probablement une grande diminution dans la superficie ensemencée de cette espèce de blé.

LES COQUILLAGES NACRÉS ET LES PERLES DES ÎLES SOULOU.

Il résulte d'une communication du Consul de France à Manille sur la production et le commerce de la nacre et des perles du groupe des îles Soulou, situées à l'extrême pointe sud-ouest des Philippines, que la valeur des coquillages bruts et travaillés, importés aux Etats-Unis pour la consommation locale, a été de \$969,349 en 1899 et de \$1,016,728 en 1900.

Pendant ces deux années \$82,640 et \$88,362 seulement représentent la valeur des coquillages et nacres livrés à la consommation par l'industrie.

C'était l'époque où Manille était le centre de ce produit rémunérateur; mais la politique économique du gouvernement a fait dévier ce commerce vers Singapore, l'entrepôt britannique des Straits Settlements. A présent, les Chinois et les Anglais en ont le monopole aux îles Soulou. Suivant des rapports de la douane, la valeur de ce trafic à Soulou seulement, depuis janvier 1900, était la suivante:

Produits.	Quantités.	Valeur.
	<i>Livres.</i>	
Coquillages nacrés.....	222,814	\$75,712
Coquillages foncés.....	1,114	440
Coquillages en forme d'escargots.....	17,707	5,619
Totaux.....	241,635	\$1,701

La même valeur a été exportée approximativement du port de Siassi, du groupe Tapoul, ce qui ajoute 483,242 livres d'une valeur de \$143,522

pour ces deux points des îles Soulou. Ces chiffres ne comprennent pas la valeur des coquillages nacrés, les plus beaux étant réservés au sultan de Soulou comme tribut royal.

On pourra se faire une idée de la richesse de ces pêcheries quand on saura que la Philippine Pearl and Trading Company, dont le siège est à Manille, appartient surtout à la Chartered Bank of India, Australia, and China, à la Hongkong and Shanghai Bank et à la maison HOLLIDAY, WISE & Co., de Manille. Elle n'a qu'un fort petit nombre d'actionnaires.

En ce qui concerne les perles, M. STREETER, un expert anglais des plus compétents, ayant passé plusieurs années à Laminusa, près de Siassi, affirme que l'archipel Soulou produit les plus belles perles rondes du monde.

La première qualité exige une parfaite sphéricité. Les eaux des îles Soulou recèlent le type le plus parfait de ce qu'on appelle "Meleagrina Margaritifera," le plus beau mollusque perlier.

La superficie des eaux perlières des archipels Soulou et Célèbes est de 15,220 milles carrés. De plus on suppose que plus du double de cette superficie possède toutes les conditions physiques requises pour la conservation des huîtres perlières et des coquilles nacrées.

Siassi, du groupe Tapoul de l'archipel Soulou, est en fait le centre de l'industrie perlière la plus florissante. Il comprend de nombreux villages, dont la population compte plusieurs milliers de pêcheurs. L'antique méthode du plongeur est remplacée par les équipements du style le plus moderne.

Le monopole des coquillages et des perles dans les eaux limitrophes de Soulou, la capitale de l'archipel, est entièrement entre les mains d'un capitaliste chinois possédant une flotte de 6 bateaux (de 20 tonnes), avec un équipage de sept hommes et un capitaine pour chacun.

Dans une croisière, chaque bateau a rapporté de 1,500 à 2,500 livres de coquillages; une grande quantité, au lieu d'aller à Manille, est envoyée à Singapore dans des paniers; on les paie 55 dollars le picul. Les perles sont aussi cotées. Quelques-unes ont été estimées à une valeur de 13,000 dollars.

Les principaux centres fournisseurs de nacre du monde entier sont Soulou, Tonkekait, le Queensland et l'Australie occidentale.

Manille a perdu son importance en 1886. Auparavant, elle était le centre de cet important commerce dans tout l'Extrême-Orient. Ses coquillages étaient connus sous le nom de "manille" et estimés sur le marché comme les plus beaux. Ils étaient cotés à des prix élevés.

La valeur des perles à l'état brut ou fendues importées aux États-Unis pour la consommation locale a été de 1,802,851 dollars en 1899, de 4,595,910 dollars en 1900 et de 1,086,480 dollars en 1901 (neuf mois).

A présent la Grande-Bretagne a monopolisé l'exportation des coquil-

lages et des perles du monde entier. L'évaluation en 1898 a été la suivante: Ceylan, 14,001 dollars; Hongkong, 175,825 dollars (presque tout ce commerce a été enlevé à Manille); Philippines et îles Ladrones, 8,757 dollars; Singapore, 561,253 dollars; Queensland, 564,149 dollars; Australie occidentale, 22,703 dollars:

MEXIQUE.

PERCEPTION DE DROITS D'IMPORTATION À VERA CRUZ.

M. W. W. CANADA, le Consul des Etats-Unis à Vera Cruz, fait connaître en date du 24 mars 1902, qu'en vertu d'un décret présidentiel, un droit additionnel de 2 pour cent (au lieu de 1½ pour cent) sur le total des droits de douane est maintenant perçu sur toute marchandise étrangère importée dans le Mexique par le port de Vera Cruz. Les revenus seront appliqués aux travaux d'égouts et des eaux qui sont actuellement en construction dans la ville.

NOUVELLE FONDERIE.

Une compagnie qui a fait récemment l'acquisition des mines de Mulatos, en Sonora, a formé le projet d'établir, près de ces mines, une grande fonderie dans laquelle 2,000 tonnes de minerai pourraient être traitées journellement.

Cette même compagnie créera, en outre, à 120 kilomètres de Mulatos, une autre fonderie, plus petite et pouvant traiter 200 tonnes de minerai par jour.

Enfin, elle fera construire une route entre ses propriétés et la voie du chemin de fer de Sonora. Une somme de \$300,000 sera affectée à ce travail.

FONDATION D'UNE ÉCOLE INDUSTRIELLE DE PUEBLA.

Les directeurs de la grande verrerie, récemment inaugurée à Puebla, ont résolu de fonder dans cette ville une école pour les ouvriers mexicains qui recevront une instruction éminemment pratique de professeurs français qu'on fera venir de Paris.

Le conseil d'administration de la fabrique de cristaux a fait part de ce projet au gouvernement de l'Etat de Puebla en lui demandant de désigner deux jeunes gens dans chaque district pour qu'ils reçoivent l'instruction dans le nouvel établissement, instruction qui se terminera par l'étude de l'industrie du verre.

Les fondateurs de la verrerie comptent, grâce à la création de leur école, former des ouvriers verriers aussi habiles que les français et les autrichiens.

FAITS DIVERS.

Il est question d'établir à Alvarado, près de Veracruz, une grande fabrique de conserves de poissons. Cette nouvelle industrie aurait pour but, non seulement d'alimenter les marchés de l'intérieur de la République mais encore ceux des Etats-Unis et principalement de la Louisiane où le *huachinango* est très apprécié.

On va prochainement entreprendre la plantation de bambou japonais dans le Huasteca Potosina. M. le Ministre du Mexique au Japon a fait un premier envoi de semences qui est attendu sous peu à Mexico. On espère que le terrain choisi sera très favorable à la culture de cette plante, car déjà des produits similaires du bambou, *l'otata* et le *carrizo*, poussent à l'état sauvage dans cette région.

Le Gouvernement mexicain vient d'accorder à M. ALBERT J. PEYTON une concession pour l'établissement d'une ligne de chemin de fer entre Morelia et Tacambaro, dans l'Etat de Michoacán.

SALVADOR.

MODIFICATIONS DOUANIÈRES.

En vertu d'un décret exécutif les modifications suivantes de la loi douanière de la République du Salvador, publiées dans le "Diario Oficial" sont entrées en vigueur.

I. Ordonnance du 18 octobre 1901, relative à la franchise applicable aux sacs contenant du café destiné à l'exportation:

"Aux effets de l'application de la loi du 17 mai 1901, stipulant la franchise pour les sacs contenant du café destiné à l'exportation, il a été ordonné que le droit d'exportation sur le café sera perçu d'après le poids net en déduisant du poids total deux livres et demi par sac."

II. Ordonnance du 19 octobre 1901, relative au régime applicable au fil non retors de lin ou de chanvre, pour cordonniers:

"En vertu de la présente ordonnance, le fil non retors de lin ou de chanvre pour cordonniers sera rangé sous le n° 21, à la taxe de 30 centavos le kilogramme."

III. Ordonnance du 23 octobre 1901, relative au régime applicable à la farine de seigle:

"En vertu de la présente ordonnance, la farine de seigle non dénommée dans le tarif en vigueur sera rangée sous le n° 57, à la taxe de 2 centavos le kilogramme."

“IV. Ordonnance du 23 octobre 1901, relative au régime applicable aux chaussettes en fil d’Ecosse et ses imitations:

“En vertu de la présente ordonnance, les chaussettes en fil d’Ecosse et ses imitations seront rangées sous le n° 14, à la taxe de 1 peso 50 centavos le kilogramme.”

V. Ordonnance du 23 novembre 1901, établissant le régime applicable aux ventilateurs électriques:

“En vertu de l’ordonnance susmentionnée, les ventilateurs électriques non dénommés dans le tarif seront rangés sous le n° 315, à la taxe de 30 centavos par kilogramme.”

VI. Ordonnance du 1^{er} janvier 1902, autorisant temporairement l’entrée en franchise du maïs et des haricots.

“En vertu de l’ordonnance susmentionnée sera exempté de tous droits et impôts pendant un an l’importation du maïs et des haricots nécessaires à la consommation. Ces denrées seront également exemptes de droits de magasinage.”

VI. Ordonnance du 8 janvier 1902, modifiant la taxe applicable aux petites boîtes cylindriques en bois pour onguents.

“En vertu de l’ordonnance susmentionnée les petites boîtes cylindriques en bois pour onguents, ordinaires, faites au tour et non vernies, seront tarifées à raison de 15 centavos.”

URUGUAY.

EXPLOITATION AURIFÈRE DE LA RÉPUBLIQUE.

Le Ministère de l’Intérieur de l’Uruguay a remis au Consulat des Etats-Unis à Montévidéo des statistiques ayant trait à l’exploitation aurifère de la République pour les années 1899, 1900 et 1901.

Ce rapport a été transmis au Ministère des Affaires Étrangères de Washington et on en a extrait les données suivantes:

La production des mines de Rivera en 1889 s’est élevée à 5,119 tonnes, ayant fourni 61,336 kilogrammes d’or, la valeur totale étant de \$7,500.26. En 1900, on a exploité 7,345 tonnes de minerais ayant produit 71,234 kilogrammes d’or; et en 1901, 1,183 tonnes ayant produit 71,946 kilogrammes d’or. On se sert maintenant de cyanure pour séparer l’or pur des minerais et on obtient de meilleurs résultats qu’auparavant. Les mines sont toutes petites, l’exploitation ayant lieu en grande partie à fleur de terre, et les essais qu’on a faits dans douze exploitations varient de 6 grammes 75 à 30 grammes 79 par tonne. Pendant 1901, on a enregistré 25 nouvelles demandes de privilèges miniers.

L'exploitation a été beaucoup retardée par le manque d'eau. Un tant pour cent sur tout l'or produit revient au Gouvernement. On emploie exclusivement des machines de fabrique française dans le développement de cette industrie.

VENEZUELA.

DROITS SUR LE PAPIER.

Le Consul des Etats-Unis, M. PLUMACHER, a transmis de Maracaïbo, en date du 15 mars 1902, des traductions de récents décrets gouvernementaux au sujet des droits vénézuéliens sur le papier. Le premier décret stipule que le papier de soie blanc importé en feuilles mesurant 49 centimètres sur 36 centimètres employé dans la manufacture de cahiers sera placé dans la classe 3 du tarif. Cette classe de marchandises paye un droit d'importation de 25 centimes de bolivar par kilogramme. L'autre décret dit que quand le papier compris dans la classe 3 du tarif "non spécifié" passe par la douane et porte un nom ou entête imprimé ou lithographié, même s'il est d'emploi privé, il sera compris dans la classe 5 du tarif, comme le sont les fournitures de Bureau. La cinquième classe est frappée d'un droit de 1 bolivar 25 centimes par kilogramme.

M. PLUMACHER ajoute: "On doit se rappeler que les boîtes d'échantillons (*muestras sin valor*) ne dépassant pas 25 kilogrammes pourront toujours passer par la douane sans payer de droits. Ceci doit intéresser les fabricants de médecines et de médicaments brevetés qui les envoient pour être distribués aux médecins et aux pharmaciens. Jusqu'à présent la plupart des médecines brevetées est d'origine française."

LONGUEUR DES VOIES FERRÉES DU MONDE.

Pendant les soixante-dix années qui se sont écoulées depuis que la praticabilité et les avantages de l'établissement des chemins de fer sont devenus des faits accomplis, une moitié de la longueur totale de ces lignes ont été construites dans les confins des États-Unis.

En janvier 1902, la longueur totale des lignes de chemin de fer existant dans le monde et ouvertes au trafic était de 484,348 milles, dont 220,657 milles sont situés dans l'Amérique du Nord, 168,605 milles en Europe, 35,580 en Afrique et 15,282 milles en Australie. Si on compare la longueur des voies ferrées des États-Unis avec celle des autres pays, les États-Unis sont à la tête de ces derniers avec 199,378 milles, les autres nations venant après dans l'ordre suivant: Empire d'Allemagne, 31,934 milles; Russie, 29,894 milles; France, 26,613 milles; Inde, 25,035 milles; Autriche-Hongrie, 22,919 milles; Royaume-Uni de la Grande Bretagne et d'Irlande, 21,700 milles; Canada, 17,657 milles; Australasie Anglaise, 15,266; République Argentine, 10,419 milles; Italie, 9,810 milles; Mexique, 9,603 milles; Brésil, 81,718 milles et Espagne, 8,300 milles. En 1830, la longueur des voies ferrées des États-Unis était de 23 milles; en 1840 elle atteignait 2,818 milles; en 1850, 9,021 milles; en 1860, 30,616 milles; en 1870, 52,922 milles; en 1880, 93,262 milles; en 1890, 166,654 milles, et en 1900, 194,321 milles.

Le neuvième supplément semestriel de la "Railroad Gazette" du 28 mars 1902, contient une liste de tous les chemins de fer en voie de construction, projetés ou incorporés aux États-Unis (y compris Porto-Rico, Hawaï et les îles Philippines), au Canada et au Mexique. Il y a 1,502 projets définitifs, plus ou moins avancés, et dans lesquels 1,142 compagnies sont intéressées. Ce nombre comprend 1,308 projets de 995 compagnies des États-Unis; 157 sont les projets de 119 compagnies canadiennes et 37 sont de nouvelles lignes au Mexique et dans lesquels 28 compagnies sont intéressées. Les entreprises pour lesquelles on a passé des contrats se chiffrent à 453, dont 399 sont aux États-Unis, 42 au Canada et 12 au Mexique.

LE COMMERCE DE LA GOMME ARABIQUE, DE L'IVOIRE ET DES PLUMES D'AUTRUCHE AU SOUDAN.

Les données suivantes ont été extraites du BULLETIN MENSUEL de la chambre de commerce française d'Alexandrie par l'agent et Consul général de Belgique au Caire, auxquelles ont été ajoutés les chiffres relatifs à l'année 1901:

Gomme arabique.—Pendant toute la période de la fermeture du Soudan au commerce, les transactions en gommes arabiques ont été presque nulles. Cette période a pris fin en 1899, après la prise de Kartoum. Aussi constate-t-on, dès cette année, un relèvement sensible de l'exportation des gommes. Alors que précédemment les envois à l'étranger ne dépassaient pas 100,000 à 150,000 kilogrammes par an, ils se sont élevés brusquement à 630,000 kilogrammes en 1889, à 1,863,000 kilogrammes en 1900 et à 6,709,000 kilogrammes en 1901. On s'attend même à ce que ce chiffre soit encore dépassé en 1902.

Les exportations se sont réparties comme suit en 1899 et 1900:

Pays de destination.	1900.		1901.	
	Quantités.	Valeur.	Quantités.	Valeur.
	Kilog.	Liv. égypt.	Kilog.	Liv. égypt.
Angleterre.....	605,540	30,928	237,213	11,579
Possessions anglaises d'Extrême-Orient.....	36,429	2,157	37,403	1,877
Allemagne.....	153,328	7,598	64,423	2,660
Amérique.....	142,379	6,899	73,676	3,441
Autriche-Hongrie.....	137,248	6,691	102,527	5,254
Belgique.....	57,939	3,215	12,516	566
Espagne.....	32,479	1,398	12,219	715
France.....	638,200	32,558	52,877	2,858
Grèce.....	689	39	698	30
Hollande.....	6,333	263	4,204	232
Italie.....	43,107	1,652	23,502	1,184
Russie.....	2,362	116	.....	.....
Turquie.....	6,679	333	4,866	211
Totaux.....	1,863,072	93,847	628,124	30,607

En 1901, les 6,709,332 kilogrammes (d'une valeur de 254,794 livres égyptiennes) expédiés à l'étranger, ont été dirigés surtout vers les pays suivants: Angleterre et colonies, 2,060,098 kilogrammes valant 75,922 livres égyptiennes; France, 1,649,923 kilogrammes d'une valeur de 61,314 livres égyptiennes; Autriche-Hongrie, 872,155 kilogrammes évalués à 32,837 livres égyptiennes; Etats-Unis, 829,123 kilogrammes estimés à 34,829 livres égyptiennes; Belgique, pour 8,000 livres égyptiennes environ.

L'année 1901 a été très défavorable pour les négociants locaux s'occupant du commerce de la gomme arabique. Par suite, en effet, de la forte spéculation sur place et de la baisse constante sur les marchés d'Europe,

la campagne se solde par une perte de 1,260,000 francs, dont la majeure partie retombe sur les négociants et spéculateurs indigènes. Ceux-ci, dont les craintes et les méfiances de jadis avaient été calmées par la tranquillité du pays, commencèrent à faire sortir leurs économies, tenues jusque-là cachées, auxquelles ils ajoutèrent le produit de la vente de quelques propriétés et se lancèrent dans la spéculation qui s'empara de la place de Kartoum tout entière. Profitant de ce mouvement, qui semblait justifié par le grand courant d'affaires, les banques accordaient volontiers des avances s'élevant jusqu'à 80 pour cent de la valeur des marchandises. Ainsi encouragés, les spéculateurs abandonnèrent toute prudence; quelques-uns se ruinèrent totalement et d'autres éprouvèrent des pertes dont ils se relèveront difficilement.

Les exportateurs se basèrent d'abord sur les renseignements venus d'Égypte, lesquels, au début, paraissaient très favorables. En effet, les quelques premiers lots furent vendus à de bons prix. Ce ne fut que lorsque les gros envois commencèrent, qu'il se produisit une baisse générale sur les marchés d'Europe. Malgré cela, les spéculateurs soudanais persistèrent dans leur mouvement et déclinèrent les offres les plus favorables, parce qu'ils avaient la conviction que les prix offerts n'étaient que fictifs. Aussi continuèrent-ils leurs achats aux anciennes conditions et même, dans certains cas, à un taux plus élevé.

A ce moment, la gomme du Kordofan se vendait à Omdurman au prix de 31 francs 10 centimes à 41 francs 50 centimes, le cantar de 110 rotolis (49 kilogramms, 415 grains) auquel il fallait ajouter 9 francs 10 centimes pour frais d'emballage, factage, transport jusqu'en gare d'Alexandrie, ce qui donnait un prix de revient de 40 francs 20 centimes à 50 francs 60 centimes, franco Alexandrie. Par contre, les meilleures offres qu'on pouvait obtenir variaient de 29 francs 50 centimes à 37 francs 30 centimes, franco Caire ou Alexandrie, ce qui représentait une perte de 20 à 40 pour cent. Malgré cette situation peu encourageante, la spéculation restait tenace et les arrivages se maintenaient plus nombreux.

Mais les banques finirent par réclamer le remboursement de leurs avances et obligèrent leurs clients à vendre immédiatement. Les stocks ainsi jetés sur le marché firent encore baisser les prix et précipitèrent la crise.

Avec la nouvelle récolte, dont les arrivages commencent déjà, on s'attend à une amélioration générale des prix et au ralentissement des manœuvres de la spéculation. Cette prévision repose sur le fait que plusieurs négociants ont abandonné ces affaires, à cause des pertes qu'ils ont subies, et sur la réserve que montrent les banques en n'accordant qu'un prêt de 60 pour cent sur marchandises, après s'être assurées de la solvabilité des emprunteurs.

Pour les nouveaux lots, les prix se maintiennent fermes et l'on cotait comme suit, en janvier dernier, pour marchandise rendue à Omdurman:

	Francs le cantar de 110 rotolis.
Kordofan.....	23.30 à 28.50
Zezireh	15.60 à 18.20
Falh	12.95 à 15.68

Pour terminer, il ne sera pas inutile de faire quelques remarques au sujet de l'achat sur la base d'échantillons offerts dans le pays même. Il se comprend, en effet, que pour un produit comme la gomme, ramassé à l'intérieur par des populations ignorantes, un échantillon ne peut pas donner un aperçu de la qualité d'un lot quelconque, lorsque, dans une couffe de 8 cantars, on trouve trois ou quatre qualités différentes et que, dans une deuxième couffe du même lot, on rencontre quelquefois 20 pour cent de débris de bois, de paille, pierre, etc.

Quelques negociants se contentent d'enlever un échantillon de 200 grammes par une petite ouverture faite à la couffe, pour en faire l'envoi à leurs commettants en Europe. Ce procédé est défectueux pour les raisons suivantes:

1°. Cet échantillon ne peut représenter la qualité d'une partie composée de plusieurs centaines de cantars. 2°. Il peut arriver que cette partie soit vendue même avant la mise à la poste de l'échantillon. 3°. Les prix varient d'un jour à l'autre et il est plus que probable qu'ils auront changé lorsque l'échantillon arrivera à destination.

D'ailleurs, la gomme est un article de confiance et qui ne peut se traiter sur échantillon. C'est plutôt l'acheteur en Europe qui doit envoyer à son agent un type représentant la qualité qu'il désire, et c'est l'agent qui doit rechercher et découvrir le lot se rapprochant le plus du type demandé. Le système actuel, qui consiste à faire des offres sur échantillons, est peu pratique; il donne lieu à des chicanes, à des malentendus et finalement à des pertes; il devrait donc être abandonné.

Ivoire.—D'après les statistiques de la douane, l'exportation de l'ivoire s'est élevée en 1900 à 10.575 kilogrammes, représentant une valeur de 8,486 livres égyptiennes. D'ordinaire, l'ivoire est mis aux enchères par le gouvernement après avis préalable quelques jours avant la vente. Mais cet article étant d'un prix élevé, il ne se présente que peu d'acheteurs, ce qui tend à limiter la concurrence.

Le tableau ci-après indique les diverses qualités d'ivoire que l'on trouve au Soudan et les prix moyens qu'elles obtiennent:

Qualités.	Prix par cantar de 100 rotolis.*
	Francs.
Première.....	775 à 830
Seconde.....	465 à 595
Troisième (écorcé par le soleil).....	260 à 335
Barre (qualité propre, dent pesant de 8 à 15 rotolis).....	570 à 625
Glenche (qualité propre, dent pesant de 1 à 8 rotolis).....	570 à 625
Morceaux d'ivoire.....	200 à 240

* Le rotoli = 449 grammes.

La première qualité reste ordinairement blanche; elle jaunit rarement.

Plumes d'autruche.—En 1900 les exportations de plumes d'autruche se sont chiffrées par 5,698 kilogrammes, valant 12,227 livres égyptiennes.

Les plumes d'autruche se vendent par paquets contenant 3 rotolis de plumes noires et 1 rotoli de plumes blanches. Suivant la qualité, le prix varie entre 65 et 104 francs le paquet de 4 rotolis. Il y a aussi des plumes grises appelées "ramadi" et valant de 6 francs 50 centimes à 9 francs le rotoli. Les plumes noires, lorsqu'elles sont vendues séparément, valent actuellement de 15 francs 50 centimes à 18 francs le rotoli.

PRODUCTION DU LIÈGE DANS LE MONDE.

D'après une publication officielle française, la production annuelle du liège dans le monde atteint environ 1,000 tonnes et est fournie exclusivement par le Portugal, l'Espagne, la France, l'Italie, l'Algérie, la Tunisie et le Maroc.

Par suite du manque de données précises à ce sujet, il est difficile de déterminer, même approximativement, la superficie exacte des forêts de chênes-liège existant dans ces pays. On sait cependant que les forêts où l'on rencontre le chêne-liège en plus ou moins grand nombre couvrent une superficie d'environ 600,000 hectares en Portugal, 426,000 hectares en Algérie, 300,000 hectares en Espagne, 143,000 hectares en France, 82,000 hectares en Tunisie et 80,000 hectares en Italie. On peut dire aussi que plus de la moitié des forêts exploitées réellement pour la production du liège se trouve en France, en Algérie et en Tunisie. Ces forêts se composent principalement de chênes-liège mélangés de pins et de chênes verts. Toutefois, dans la Kroumirie orientale, on trouve encore, à l'état vierge, d'importantes forêts de chênes-liège, dont la mise en exploitation viendra ajouter une quantité importante à la production actuelle du liège.

La demande pour le liège augmente constamment, et il est certain qu'un accroissement de production trouverait rapidement des preneurs, surtout pour les meilleures qualités. Actuellement, la France, le Royaume-Uni, l'Allemagne, la Russie et les États-Unis absorbent environ 85 pour cent de la quantité totale de liège consommée annuellement dans le monde.

L'Allemagne, la Russie et les États-Unis frappent de droits prohibitifs l'entrée des articles manufacturés en liège alors que le liège brut y est importé à peu près en franchise. Seul le Royaume-Uni n'impose

aucun droit sur le liège brut et manufacturé, bien que ce dernier lui soit fourni en très grande partie par la France, l'Espagne et le Portugal. En 1900, ce dernier pays a exporté 5,916,000 livres de liège en Angleterre.

L'Espagne exporte surtout les articles finis, la Catalogne, entre autres, fournissant les bouchons à champagne de qualité supérieure, dont le prix atteint de 157 à 165 francs le mille.

Le liège du Portugal, qui croît rapidement à cause de l'humidité du climat est, paraît-il, de qualité inférieure à celui du littoral de la Méditerranée.

Quant au mauvais renom dont souffrait le liège d'Afrique, il n'existe certainement plus, les échantillons exposés à Paris en 1900 ayant fait disparaître cette impression.

BIBLIOGRAPHIE.

Les livres et les brochures qui seront envoyés au Bureau des Républiques Américaines, et qui contiendront des sujets ou matières traitant des pays de l'Union Internationale des Républiques Américaines, seront mentionnés dans le Bulletin Mensuel sous le titre "Bibliographie."

Le "Rapport sur le sucre mexicain, 1900-1901," publié par, "El Hacendado Mexicano," qu'on vient de recevoir à la Bibliothèque du Bureau International des Républiques Américaines, est un livre de la plus grande valeur pour les renseignements que l'on peut y puiser au sujet de l'industrie sucrière du Mexique, de l'Amérique Centrale, de Porto Rico et de l'île de Cuba. Cette publication contient une liste complète des propriétaires de plantations de sucre dans les pays dont il est question, ainsi que leurs adresses, les noms des plantations, la quantité de la production, etc., et d'autres données importantes. Parmi les nombreux sujets traités, les fabriques de sucre de la République sont l'objet d'une attention toute spéciale et l'on compte que l'année prochaine la production de la grande fabrique centrale s'élèvera à environ 20,000,000 de livres de sucre; on a ajouté de nouvelles machines de sorte qu'à présent cette usine est la plus grande du Mexique. D'après les indications actuelles, on estime que la production de l'année 1901-2 dépassera de beaucoup celle des années précédentes.

Le "Crop Reporter," publié par ordre du Ministre de l'Agriculture des Etats-Unis, contient dans son numéro du mois d'avril un article très intéressant au sujet des "Productions et Exportations de la République Argentine," traitant spécialement des récoltes de céréales du pays. Par suite du progrès apporté dans le procédé frigorifique, la

République Argentine peut conserver ses viandes dans de bonnes conditions et les vendre aussi facilement que ses laines et ses peaux, et d'un autre côté le blé, le maïs, la graine de lin, le foin et autres produits agricoles sont devenus des facteurs importants sur les marchés du monde par suite de l'immigration constante qui se compose principalement de cultivateurs. Les statistiques que cet article fait ressortir sont extraites de sources officielles et autres vraiment dignes de foi et comprennent les classifications suivantes: Superficies en culture en 1890 et 1900; production et distribution de blé; production, consommation, semence et excès de production; récoltes de blé en 1899-1902; récoltes de maïs; récoltes des principales provinces agricoles; exportations des produits agricoles; exportations des produits agricoles et des produits des troupeaux; exportations de blé, de maïs, de graine de lin et exportations de foin et de certains produits des troupeaux depuis 1891.

UNITED STATES CONSULATES.

Frequent application is made to the Bureau for the address of United States Consuls in the South and Central American Republics. Those desiring to correspond with any Consul can do so by addressing "The United States Consulate" at the point named. Letters thus addressed must be delivered to the proper person. It must be understood, however, that it is not the duty of Consuls to devote their time to private business, and that all such letters may properly be treated as personal, and any labor involved may be subject to charge therefor.

The following is a list of United States Consulates in the different Republics:

ARGENTINE REPUBLIC—

Buenos Ayres.
Cordoba.
Rosario.

BOLIVIA—

La Paz.

BRAZIL—

Bahia.
Para.
Pernambuco.
Rio de Janeiro.
Santos.

CHILE—

Antofagasta.
Arica.
Coquimbo.
Iquique.
Valparaiso.

COLOMBIA—

Barranquilla.
Bogotá.
Cartagena.
Colón (Aspinwall).
Medellin.
Panama.

COSTA RICA—

San José.

DOMINICAN REPUBLIC—

Puerto Plata.
Samana.
Santo Domingo.

ECUADOR—

Guayaquil.

GUATEMALA—

Guatemala.

HAITI—

Cape Haitien.
Port au Prince.

HONDURAS—

Tegucigalpa.
Utila.

MEXICO—

Acapulco.
Chihuahua.
Ciudad Juarez.
Ciudad Porfirio Diaz.
Durango.
Ensenada.
La Paz.
Matamoros.
Mazatlan.
Mexico.
Monterey.
Nogales.
Nuevo Laredo.
Progreso.
Saltillo.
Tampico.
Tuxpan.
Vera Cruz.

NICARAGUA—

Managua.
San Juan del Norte.

PARAGUAY—

Asunción.

PERU—

Callao.

SALVADOR—

San Salvador.

URUGUAY—

Colonia.
Montevideo.
Paysandu.

VENEZUELA—

La Guayra.
Maracaibo.
Puerto Cabello.

WEIGHTS AND MEASURES.

The following table gives the chief weights and measures in commercial use in Mexico and the Republics of Central and South America, and their equivalents in the United States.

Denomination.	Where used.	United States equivalents.
Are	Metric	0.02471 acre.
Arobo	Paraguay	25 pounds.
Arroba (dry)	Argentine Republic	25.3171 pounds.
Do	Brazil	32.38 pounds.
Do	Cuba	25.3664 pounds.
Do	Venezuela	25.4024 pounds.
Arroba (liquid)	Cuba and Venezuela	4.263 gallons.
Barril	Argentine Republic and Mexico	20.0787 gallons.
Carga	Mexico and Salvador	300 pounds.
Centaro	Central America	4.2631 gallons.
Cuadra	Argentine Republic	4.2 acres.
Do	Paraguay	78.9 yards.
Do	Paraguay (square)	8.077 square feet.
Do	Uruguay	2 acres (nearly).
Cubic meter	Metric	35.3 cubic feet.
Fanega (dry)	Central America	1.5745 bushels.
Do	Chile	2.575 bushels.
Do	Cuba	1.599 bushels.
Do	Mexico	1.54728 bushels.
Do	Uruguay (double)	7.776 bushels.
Do	Uruguay (single)	3.888 bushels.
Do	Venezuela	1.599 bushels.
Frasco	Argentine Republic	2.506 quarts.
Do	Mexico	2.5 quarts.
Gram	Metric	15.432 grains.
Hectare	do	2.471 acres.
Hectoliter (dry)	do	2.838 bushels.
Hectoliter (liquid)	do	26.417 gallons.
Kilogram (kilo)	do	2.2046 pounds.
Kilometer	do	0.621376 mile.
League (land)	Paraguay	4.633 acres.
Libra	Argentine Republic	1.0127 pounds.
Do	Central America	1.043 pounds.
Do	Chile	1.014 pounds.
Do	Cuba	1.0161 pounds.
Do	Mexico	1.01465 pounds.
Do	Peru	1.0143 pounds.
Do	Uruguay	1.0143 pounds.
Do	Venezuela	1.0161 pounds.
Liter	Metric	1.0567 quarts.
Livre	Guiana	1.0791 pounds.
Manzana	Costa Rica	1.5-6 acres.
Marc	Bolivia	0.507 pound.
Meter	Metric	39.37 inches.
Pie	Argentine Republic	0.9478 foot.
Quintal	do	101.42 pounds.
Do	Brazil	130.06 pounds.
Do	Chile, Mexico, and Peru	101.61 pounds.
Do	Paraguay	100 pounds.
Do. (metric)	Metric	220.46 pounds.
Suerte	Uruguay	2,700 cuabras (<i>see Cuadra</i>).
Vara	Argentine Republic	34.1208 inches.
Do	Central America	33.874 inches.
Do	Chile and Peru	33.367 inches.
Do	Cuba	33.384 inches.
Do	Mexico	33 inches.
Do	Paraguay	34 inches.
Do	Venezuela	33.384 inches.

METRIC WEIGHTS AND MEASURES.

METRIC WEIGHTS.

Milligram ($1/1000$ gram) equals 0.0154 grain.
 Centigram ($1/100$ gram) equals 0.1543 grain.
 Decigram ($1/10$ gram) equals 1.5432 grains.
 Gram equals 15.432 grains.
 Decagram (10 grams) equals 0.3527 ounce.
 Hectogram (100 grams) equals 3.5274 ounces.
 Kilogram (1,000 grams) equals 2.2046 pounds.
 Myriagram (10,000 grams) equals 22.046 pounds.
 Quintal (100,000 grams) equals 220.46 pounds.
 Millier or tonneau—ton (1,000,000 grams) equals 2,204.6 pounds.

METRIC DRY MEASURE.

Milliliter ($1/1000$ liter) equals 0.061 cubic inch.
 Centiliter ($1/100$ liter) equals 0.6102 cubic inch.
 Deciliter ($1/10$ liter) equals 6.1022 cubic inches.
 Liter equals 0.908 quart.
 Decaliter (10 liters) equals 9.08 quarts.
 Hectoliter (100 liters) equals 2.838 bushels.
 Kiloliter (1,000 liters) equals 1.308 cubic yards.

METRIC LIQUID MEASURE.

Milliliter ($1/1000$ liter) equals 0.27 fluid dram.
 Centiliter ($1/100$ liter) equals 0.338 fluid ounce.
 Deciliter ($1/10$ liter) equals 0.845 gill.
 Liter equals 1.0567 quarts.
 Decaliter (10 liters) equals 2.6417 gallons.
 Hectoliter (100 liters) equals 26.417 gallons.
 Kiloliter (1,000 liters) equals 264.17 gallons.

METRIC MEASURES OF LENGTH.

Millimeter ($1/1000$ meter) equals 0.0394 inch.
 Centimeter ($1/100$ meter) equals 0.3937 inch.
 Decimeter ($1/10$ meter) equals 3.937 inches.
 Meter equals 39.37 inches.
 Decameter (10 meters) equals 393.7 inches.
 Hectometer (100 meters) equals 328 feet 1 inch.
 Kilometer (1,000 meters) equals 0.62137 mile (3,280 feet 10 inches).
 Myriameter (10,000 meters) equals 6.2137 miles.

METRIC SURFACE MEASURE.

Centare (1 square meter) equals 1,550 square inches.
 Are (100 square meters) equals 119.6 square yards.
 Hectare (10,000 square meters) equals 2.471 acres.

The metric system has been adopted by the following-named American countries: Argentine Republic, Bolivia, Brazil, Chile, Colombia, Costa Rica, Ecuador, Honduras, Mexico, United States of America, and Venezuela.

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VALUE OF LATIN-AMERICAN COINS.

The following table shows the value, in United States gold, of coins representing the monetary units of the Central and South American Republics and Mexico, estimated quarterly by the Director of the United States Mint, in pursuance of act of Congress:

ESTIMATE APRIL 1, 1902.

Countries.	Standard.	Unit.	Value in U. S. gold or silver.	Coins.
ARGENTINE REPUBLIC	Gold	Peso	\$0.965	{ Gold—Argentine (\$4.824) and $\frac{1}{2}$ Argentine. Silver—Peso and divisions.
BOLIVIA	Silver	Boliviano	.403	Silver—Boliviano and divisions.
BRAZIL	Gold	Milreis	.548	{ Gold—5, 10, and 20 milreis. Silver— $\frac{1}{2}$, 1, and 2 milreis.
CENTRAL AMERICAN STATES				{ Gold—2, 5, 10, and 20 colons (\$9.307). Silver—5, 10, 25, and 50 centimos.
Costa Rica	Gold	Colon	.465	
British Honduras	Gold	Dollar	1.000	
Guatemala	Silver	Peso	.403	Silver—Peso and divisions.
Honduras				
Nicaragua				
Salvador				
CHILE	Gold	Peso	.365	{ Gold—Escudo (\$1.825), doubloon (\$3.650), and condor (\$7.300). Silver—Peso and divisions.
COLOMBIA	Silver	Peso	.403	{ Gold—Condor (\$9.647) and double condor. Silver—Peso and divisions.
CUBA	Gold	Peso	.926	{ Gold—Centen (\$5.017) alphonse (\$4.823). Silver—Peso.
ECUADOR	Gold	Sucre	.487	{ Gold—10 sucres (\$4.8665). Silver—Sucre and divisions.
HAITI	Gold	Gourde	.965	{ Gold—1, 2, 5, and 10 gourdes. Silver—Gourde and divisions.
MEXICO	Silver	Dollar	.437	{ Gold—Dollar (\$0.983), $2\frac{1}{2}$, 5, 10, and 20 dollars. Silver—Dollar (or peso) and divisions.
PERU	Gold	Sol	.487	{ Gold—Libra (\$4.8665). Silver—Sol and divisions.
URUGUAY	Gold	Peso	1.034	{ Gold—Peso. Silver—Peso and divisions.
VENEZUELA	Gold	Bolivar	.193	{ Gold—5, 10, 20, 50, and 100 bolivars. Silver—5 bolivars.

Paraguay has no gold or silver coins of its own stamping. The silver peso of other South American Republics circulates there, and has the same value as in the countries that issue it.

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